

# Bus & Coach

11 March 2005 Issue 806

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1998 Iveco Maxim, 29 seater, radio/pa, air con, power door, seatbelts	£39,000
1997 Mercedes 814 Optare Nouvelle, 28 seater, racks, forced air, power door	£25,000
2000 Volvo B10MT Van Hool T9, 49/53 reclining seats demountable toilet, air conditioning, long MOT	£125,000
1999 MAN 18310 Marcopolo, 49 reclining seats toilet boiler, fridge, TV video, air conditioning, long MOT, 90,000kms,	£90,000



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2002 MERCEDES SPRINTER 413 OPTARE SOROCO, 16 recliners, large boot, power door air conditioning	£42,000
2002 MERCEDES SPRINTER 413 CDI, 16 seats, air conditioning, 3 point seat belts, dark tinted windows, curtains, CD player, 5 speed manual G/B, ABS, ASR	£42,000
2001 DENNIS R SERIES PLAXTON PANTHER, 49 recliners, crew seat, centre sunken toilet, continental door, fridge, boiler, double glazed, air conditioned	£93,000
2000 (X) IVECO BEULAS EL MUNDO, auto G/B, 49 recliners, full spec with air conditioning, video/monitor	£110,000
2000 IVECO BEULAS EL MUNDO, 49 recliners, full spec with air conditioning, video & monitor	£105,000
2000 (W) MAN 18.350 NEOPLAN TRANSLINER, 53 recliners, fridge, video/monitor, air conditioning, alloys	£95,000
1999 (T) VOLVO B10M PLAXTON PREMIERE 350, 53 recliners, crew seat, air conditioning, Telma, rack locker doors, double glazing	£89,000
1999 VOLVO B10M PLAXTON PREMIERE 350, 48 recliners, crew seat, air conditioning, rear sunken toilet, fridge, Telma retarder, rear continental door, rack locker doors	£89,000
1999 BOVA FUTURA FHD, 49 recliners, crew seat, air conditioning, centre sunken toilet, continental door, Telma	£95,000
1998 VOLVO B10M BERKHOF AXIAL 49 recliners, crew seat, air conditioning, double glazing, centre sunken toilet, hot water boiler, microwave, video & 2 monitors, continental door, driver's bunk, Webasto, Telma retarder, exterior finished in white unsignwritten	£76,500
1998 VOLVO B10M BERKHOF AXIAL 49 retrimmed recliners, centre toilet/cont. door, fridge, boiler, webasto, Telma, air conditioned	£80,000
1997 SCANIA K113 IRIZAR CENTURY TRI-AXLE, 49 recliners, full executive spec with DVD, twin monitors	£62,000
1996 SCANIA K113 IRIZAR CENTURY TRI-AXLE, 49 recliners, full executive spec with DVD, twin monitors	£57,000
1996 MERCEDES 814 ROBIN HOOD 16 seater, air conditioned, power door, to be sold with new MOT	£18,750
1995 DENNIS JAVELIN MARCOPOLO, 49 recliners, crew seat, saloon toilet, rear continental door, servery unit, air conditioning, video/monitor, 3-step entrance	£36,500
1995 SETRA S210H 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servery, video & monitor, air conditioned	£50,000

### VOLVOS

1998 VOLVO B10M PLAXTON PREMIERE 350 49/53 recliners, crew seat, double glazed, rear sunken toilet/continental door	£82,500 Reduced to £72,500
1997 VOLVO B10M JONCKHEERE MISTRAL, 51 recliners, crew seat, rear saloon toilet, continental door, boiler by crew seat	£67,000
1995 VOLVO B10M VAN HOOL ALIZEE, 49 recliners, crew seat, on floor toilet, rear continental door, Telma, radio/pa/monitor, curtains, double glazed	£55,000
1992 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, crew seat, double glazed, Webasto	£35,000
1990 VOLVO B10M JONCKHEERE DEAUVILLE 599, low driver, 51 Vogel recliners, crew seat, rear sunken toilet, continental door, boiler, double glazing	£24,000

1990 VOLVO B10M PLAXTON PARAMOUNT 3200, 57 seater	£22,950
1989 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, rear continental door, Telma	£18,000
1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 recliners, centre continental door, double glazed	£17,000
1989 VOLVO B10M JONCKHEERE DEAUVILLE 599 low driver, 49 recliners, driver's cab door	£17,000
1989 VOLVO B10M DUPLÉ 340 34 Vogel recliners, crew seat, centre wheel chair lift, rear sunken toilet, rear servery, 7 tables, power door	£12,500
1986 VOLVO B10M CAETANO ALGARVE, 53 seats	£9,000
1985 (C) VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrimmed seats, retractable belts, curtains, carpet, radio/pa	£15,000

### OTHER COACHES & MIDIS - MINIS

2000 MERCEDES 814 OPTARE NOUVELLE II 33 seats, 3-point belts, rear boot, inswung coach door, racks/reading lights/forced air ventilation, driver's fan, radio/tape/pa, curtains, carpet, walnut dash trim	£47,000
2000 MAN 18.350 NEOPLAN TRANSLINER 49 recliners, crew seat, centre sunken toilet, continental door, hot water boiler, fridge in dashboard, double glazing	£95,000
1996 DENNIS JAVELIN PLAXTON PREMIERE 320 53 recliners, crew seat	£46,000
1995 MAN 18.370 BERKHOF EXCELLENCE 1000LD 51 recliners, crew seat, centre sunken toilet, continental door, fridge, hot water boiler, double glazing	£30,500 REDUCED TO £34,000
1995 TOYOTA OPTIMO 18 seats, large new boot, interior luggage pen	£10,250
1995 MERCEDES 814 CRYSTALS 33 coach seats, power door, rear boot, racks, forced air ventilation, reading lights	£19,500
1995 FORD TRANSIT 230 DEVON 16 seats, power door, rear wheelchair lift & tracking	£5,750
1994 (M) MERCEDES 711 MELLOR 22 coach seats, power door, 2 tables, racks, rear boot	£11,500
1994 TOYOTA OPTIMO 18 seats, large rear boot, interior luggage pen	£7,750
1994 MAN 11.190 BERKHOF EXCELLENCE 1000 MIDI 22/30 recliners, rear saloon toilet, rear servery, 4 tables, continental door, retarder, radio/tape/pa/video monitor	£42,500
1993 DODGE PP160 WS VANGUARD II 33 semi-coach seats, 3 point seat belts, luggage racks, rear boot, tinted windows, radio/pa, auto G/B	£12,000
1992 BOVA FUTURA FHD 55 newly retrimmed recliners, crew seat, double glazed, demounted centre toilet & continental door	£31,500
1990 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3500 Cummins L10 ZFM, 49 retrimmed recliners, crew seat, rear continental door, sunken toilet, drinks machine, Telma, radio/tape/pa/monitor	£19,000
1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500 53 seats, power door	£27,000
1990 MERCEDES 609 M2M, 23 seats	£3,750
1990 TOYOTA OPTIMO, 18 seater, rear hideaway wheelchair lift	£4,500
1988 DAF MB230 PLAXTON PARAMOUNT 51 recliners, crew seat, rear continental door	£7,500
1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrimmed recliners, centre sunken toilet, crew seat, continental door	£14,000
1986 BEDFORD YMP/S PLAXTON PARAMOUNT 3200, 35 seats, power door	£3,500
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 48 seats, crew seat, rear saloon toilet	£3,950



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## 2001 NEOPLAN N316.SHD EUROLINER INTEGRAL 12M

49/53 recliners, purple/multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge, wired for TV/video and Voith retarder. Exterior white.



## 2001 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.

## 2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.



## 2000 VOLVO B10M PLAXTON PREMIERE 350 12M

49 recliners, red/orange/black moquette, rear sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, aircraft style doors to hatracks and TELMA retarder. Exterior white.

## 2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.



## 1998 VOLVO B10M VAN HOOL ALIZEE-II 12M

53 recliners, black multi-col moquette, double glazed side windows, courier seat, curtains, Webasto pre-heater, inswinging entrance door, alloy wheels and no rear window. Exterior white.

## 1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, re-trimmed in blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.



## 1997 DAF SB3000 IKARUS 350 12M

53 recliners, grey multi-col moquette, double glazed side windows with pull-down blinds and courier seat. Exterior white.

## MARCH ARRIVALS INCLUDE

**2002 SETRA S315 GTHD 12M** 48 recliners. Choice of four.

**2002 SETRA S315 GTHD 12M** 49 recliners.

**2001 SCANIA K124 VAN HOOL ALIZEE-II 12M** 49 recliners. Choice of three.

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## Tata buys stake in Hispano

India's largest bus, truck and car manufacturer, and the fifth largest manufacturer of medium and heavy commercial vehicles in the World, Tata Motors, has acquired a 21% stake in the Spanish manu-

facturer Hispano Carrocera SA for €12million. The Indian company also has an option to purchase the whole of the company, which is based in a modern facility in Zaragoza.



L to R: Volvo B12B Hispano Divo coach, Volvo B7L Hispano Habit single deck bus and typical Tata bus as used in India.

facturer Hispano Carrocera SA for €12million. The Indian company also has an option to purchase the whole of the company, which is based in a modern facility in Zaragoza.

Hispano claims 25% of the Spanish market. Few of its

products have been sold in the UK although EvoBus did import a number of Vita bodied coaches on Mercedes O.404 chassis prior to the introduction of the Touro. The Vita was the first coach in Europe

Originally set up as Van Hool's Spanish operation, Hispano builds buses, trolleybuses, dual-purpose vehicles and coaches on a full range of chassis. There is no longer any link with the Belgian

the growing potential of this sector in India and other export markets, besides providing us with a foothold in developed European markets.'

Tata produces more than 150 commercial vehicle models covering light, medium and heavy trucks as well as buses. It had annual revenues of US\$3.5billion in 2003-2004.

Tata has sold light commercial vehicles in the UK, using old Mercedes Benz technology. There were plans during the 1980s for Carlton PSV Sales to import Tata minibuses, and though one was shown here, none were actually imported.

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## Excel acquires Stansted Bus

Excel Passenger Logistics Ltd has expanded again. The company, which began its rail replacement and airline diversion services from Stansted Airport eighteen months ago has now purchased the entire share capital of Stansted Bus Co Ltd. Stansted Bus Company has five licences and operates four Essex County Council contracts together with a commercial bus service operation and several other contracts which have all been transferred to the new owners. Vehicles have been hired from 24/7 to operate the services whilst a decision on future vehicles is being made. 24/7 is a separate vehicle hiring company operated by former Stansted Bus owner Andy Mahoney. All the Stansted drivers have been taken on by Excel. Speaking of the acquisition Excel MD Graham Hayden said, 'We are pleased with the acquisition of Stansted Bus Co. Ltd which consolidates our position as a major provider of transport facilities in the Stansted area.'



Excel's latest vehicle, an ex Scania demonstrator with Irizar Century bodywork.

## index

11 MARCH 2005  
ISSUE 806

### EDITORIAL

- 4. Index
- 4, 7, 8. News
- 12-15. Elite Group
- 16-17. London Coach Parking
- 19. Davies Direct
- 20-21. Hans Smits retires from EvoBus
- 22-24. Lawtons Executive Minicoaches
- 25-26. News Extra - Scotland
- 55. Fleet Additions

### ADVERTISERS

- 1. Optare
- 2. Salvador Caetano
- 3. Bob Vale Sales
- 3. Moseley PCV
- 4. Cable Tec
- 4. Plaxton
- 5. Setra
- 6. BMC UK
- 7. Mistral
- 8. Arriva
- 9. Plaxton
- 10-11. Mentor Coach & Bus
- 17. Excell
- 18. Roeville Systems
- 18. EvoBus
- 21. Phil Stockford
- 25. Mellor
- 25. Scania
- 27-54. Classified
- 55. Truck Align
- 56. Mentor Coach & Bus

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## Arriva turns in good figures

Arriva's preliminary results for the year ended 31 December 2005 show that the Group performed well both in the UK and overseas. Turnover was up 13% to £1,800million and pre-tax profit up 15% at £116.3million. Earnings per share were up 25% to 44.9p and final dividend was up 5p to 14.07p

giving a total dividend for the year of 18.9%.

The UK Bus Division increased turnover to £651.5million (£604m:2003) and operating profit was up at £62.6million (£57.2million:2003). Arriva is the largest operator in London, with

19% of services, and has seen a growth of 26% in passenger journeys over the last three years, 10% of this in the past year. During 2004 Arriva increased its contracted London mileage by 5% and this will rise by a further 4% during 2005.

The company's UK Rail division also did well, increasing turnover to £509million (£433m:2003) and operating profit to £31.5million (£24m:2003).

The International division increased turnover to £514.8million (£424.9m:2003) and operating

profit to £32.7million (£24.8m:2003). Arriva operates in Denmark, Holland, Italy, Sweden, Portugal and Spain. It recently added Germany with the purchase of two rail companies and a major bus operation centred on Frankfurt.

Arriva is the only one of the big UK bus groups to have its own bus and coach dealership, Arriva Bus and Coach. The company turned in a profit of £3.2million (£2.9m:2003) on a reduced turnover of £17.4million (£22.9m:2003).

## ... and expansion in Portugal

The company has also announced expansion of its operations in Portugal by entering into a new joint venture to create a multimodal transport operation in Lisbon. Under the arrangement, Arriva will combine its TST bus and coach operation serving the commuter region to the south of Lisbon into a 50/50 joint venture with the Lisbon based bus and rail subsidiaries of the Barraqueiro Group. The two companies have worked together before. Arriva acquired its original 51% interest in TST from Barraqueiro in June 2002 and then went on to buy the complete company in August 2003.

Barraqueiro operates 470

vehicles in the North and East of Lisbon. It is also the only private rail operator in Portugal. Its subsidiary Fertagus operates the cross-river railway from the centre of Lisbon to Setubal on the Southern Peninsula.

The new Group also holds 34% shareholding in MTS - Metro Transportes do Sul - the consortium currently constructing the new tram network, serving the area South of Lisbon. The company will begin running it in 2006 will continue doing so until 2032.

The new Group will employ 2,150 people and operate 1,100 vehicles.

## ... and announces Board Changes

Chief Executive Bob Davies also announced a re-organisation of responsibilities at Board level.

David Martin becomes Group Managing Director Operations and Deputy Chief Executive. He was formerly Board Director responsible for Internal Operations.

Steve Clayton becomes Group Managing Director-Corporate affairs. He was previously Board Director responsible for Operations.

Steve Lonsdale becomes Group Managing Director-Finance. He was formerly Finance Director.

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# ARRIVA

## Bus and Coach

2004 DAF SB4000XF auto VANHOOL ALIZEE T9, 51 reclining seats, centre sunken toilet, air con  
 2004 DAF SB4000XF auto VANHOOL ALIZEE T9, 51 reclining seats, rear toilet, air con  
 2004 DAF SB4000PF auto VANHOOL ALIZEE T9, 53 reclining seats  
 2001 EOS 90 auto MAN eng, 48 reclining seats, rear toilet, air con  
 2000 EOS 90 auto MAN eng, 46 reclining seats, rear toilet, air con  
 2000 DAF SB3000 auto IKARUS 396, 49 reclining seats, rear toilet, air con  
 2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con  
 1999 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1999 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air con  
 1999 OPTARE EXCEL auto CUMMINS 215 bhp eng, 44 seats, 21 standees, buggy space  
 1999 MERCEDES 412D auto WHITACRES, 14 seats with 3 point belts, large rear luggage  
 1998 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air con  
 1998 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air con  
 1998 EOS 90 man MAN eng, 49 reclining seats, rear toilet, air conditioning  
 1998 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air conditioning  
 1997 DAF SB3000 auto IKARUS 350, 53 reclining seats  
 1996 DAF SB3000 man PLAXTON PREMIERE 350, 53 reclining seats  
 1996 DAF SB3000 man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air con  
 1996 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1996 EOS 90 man MAN eng, 49 reclining seats, centre sunken toilet, air con  
 1996 EOS 90 man MAN eng, 51 reclining seats, rear toilet, air con  
 1996 EOS 80 man MERC eng, 30 reclining seats, rear toilet, air con  
 1995 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1994 DAF SB3000 m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet  
 1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet  
 1993 DAF SB3000 man VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1992 DAF MB230 man VANHOOL ALIZEE H, 53 reclining seats  
 1992 DAF MB230 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1991 LEYLAND TIGER man PLAXTON PARAMOUNT 3200, 53 reclining seats, single glazed  
 1988 DAF SB2300 man DUPLÉ 320, 57 seats  
 1988 SCANIA K112 man PLAXTON 3500, 51 reclining seats  
 1987 SCANIA K112 man PLAXTON 3500, 55 reclining seats  
 1985 LEYLAND TIGER semi PLAXTON PARAMOUNT 3500, 49 reclining seats, rear toilet  
 1983 SCANIA man JONCKHEERE JUBILEE 50, 51 reclining seats, centre sunken toilet

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## news

News Extra - boost for Scotland, see pages 25 & 26

### Universitybus adopts new name and livery

Universitybus the highly successful bus operation operated by Hertfordshire University has adopted a new name and a new livery. The Operation has been re-branded UNO and the new pink and purple livery has been designed by industry experts Best Impressions. The livery will be applied to all the 50 vehicles operated by Universitybus.

Speaking of the changes UNO MD Bill Hiron said, 'Whilst originally established in 1992 to carry University staff and students, the UNO network now carries 2.5million passengers a year and is Hertfordshire's second largest bus operator. Independent research has shown that one third of bus users in the county did not realise that they could travel on our services. With the extensive



network now operated it was obvious that we needed a new image to better reflect our position as a mainstream bus operator with an identity that is both eye-catching and bright.

UNO operates from a modern purpose built depot on the former BAE Hatfield Airfield site, opened in 2002 and the average age of the fleet is just over five years with two thirds of vehicles being low floor accessible units.

### Arriva to invest in new fleet for Durham

Arriva has also announced that it is to invest £3 in a new fleet of buses for the city of Durham. Twenty seven new buses and 57 refurbished ones carrying a new look livery scheme will hit the streets of Durham on the same day in July.

Trials with an unbranded vehicle were very positive. Steve Noble, MD of Arriva North East said, 'The feedback received by drivers was terrific. The passengers liked the accessibility, the comfort and the smoothness of the ride. By introducing so many new vehicles into service at one time, in one place, we will change the face of public transport overnight. We have chosen Durham to receive this investment because we believe the area is ripe for bus passenger growth and the new vehicles will complement our comprehensive, easy to understand network. Our investment here reinforces our commitment to providing people with real transport options and represents a step change for the future of public transport in Durham.'

Arriva is also planning to introduce a new network of improved services at the same time and possibly route branding. Engineering facilities at the Durham depot are being improved at the same time. Durham County Council is also planning to introduce, in conjunction with Arriva, better bus stop information and real time information, as well as completing the refurbishment of the bus station. Chris Tunstall, Deputy CEO of Durham County Council said, 'This is great news for public transport users and demonstrates the commitment of Arriva working in partnership for the provision of a first class bus service in County Durham.'

### Kilduff joins Rohill

Eamonn Kilduff has joined Rohill UK as Sales and Business Development Manager reporting to MD Paul Zander-Hicks. Prior to joining Rohill Eamonn was Engineering Manager at Salvador Caetano.



### Tony Giles joins HDP

Tony Giles has joined the Heavy Duty Parts team based at Sturton-le-Steeple, Lincs. Tony was previously Parts Manager for a North Lincolnshire Mercedes Dealer and has extensive knowledge of the Mercedes product range from the Vario 614 up to the Touro and Citaro. Heavy Duty Parts are extending their coverage to include the smaller Mercedes models with the aim of becoming a major player in this market segment. Appointing Tony is a key part of that exercise.





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**1994 DAF Bova Futura**

48 seats, ZF 6 speed, double glazing toilet, drinks, Futurair system, radio/pa/cassette



**1994 DAF Bova Futura**

48 seats, ZF 6 speed, double glazing, A/C, curtains, toilet, servery, water boiler, drinks



**1990 DAF SB2300**

**Jonckheere Deauville**  
51 seats, ZF 6 speed, double glazing, toilet



**2002 Iveco Eurorider  
Beulas Stergo e**

53 seats, Automatic, 3 point seat belt, A/C, Webasto, Retarder, carpets, curtains



**2000 Iveco Eurorider  
Beulas Stergo e**

47/51 seats, ZF 8 speed, carpets, curtains, A/C Webasto, Retarder, toilet, drinks



**1999 Iveco Eurorider  
Beulas Stergo e**

48 seats, AVS gearbox, A/C double glazing, toilet, servery, water boiler, drinks, fridge, radio/pa/cassette



**1997 Iveco Eurorider  
Beulas Stergo e**

50 seats, 8 speed, curtains, double glazing A/C, servery, Water boiler, drinks



**1997 Dennis Javelin GX  
Neoplan Transliner**

49 seats, 6 speed, A/C, double glazing, continental door, Telma, toilet, TV/Video, drinks



**1997 Dennis Javelin GX  
Neoplan Transliner**

49 seats, ZF 6 Speed, A/C, curtains, double glazing, toilet, TV/Video, drinks, fridge



**1996 Neoplan MAN Tri-Axle Cityliner**

49 seats, ZF 8 Speed, A/C Webasto, servery rear kitchen, oven, drinks, fridge, TV/Video



**1996 Neoplan MAN Tri-Axle Cityliner**

49 seats, ZF 8 Speed, double glazed, auxiliary heater, toilet, TV/Video, toilet, drinks, fridge



**1993 MAN Tornado Setra  
215HD**

49 seats, A/C, Telma, power door, toilet, TV/Video, radio/pa/cassette, fridge,



**1988 Bedford F17 Volvo  
Caetano Algarve**

53 seats, curtains, power door, radio/pa/cassette



**1999 Toyota Caetano  
Optimo IV**

21 seats, curtains, power door, radio/pa/cassette



**1997 Volvo B10M  
350**

49/53 seats, ZF 6 Speed, continental door, power door, toilet, TV/Video, a



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**1987 DAF LAG Panaramic**  
49 seats, ZF 6 speed,  
double glazing, driver  
bunk, continental door,



**1997 Dennis GX 300  
Berkhof Axial**  
6 speed gearbox, 51/53  
reclining seats, Double  
glazing, A/C, toilet,  
Radio/pa/cassette,



**1997 Dennis Javelin 240  
Marco Polo**  
6 speed gearbox, 50  
seats, double glazing,  
toilet, continental door



**2002 Iveco Eurorider  
Beulas Stergo e**  
49 seats, 8 Speed, 3  
point seat belt, A/C,  
Webasto, Retarder,  
toilet, drinks, TV/Video



**2002 Iveco Indcar  
Maxim II**  
29 seats, Manual, A/C,  
curtains, double glazing,  
auxiliary heater, power  
door, radio/pa/cassette



**1999 Iveco Indcar  
Maxim I**  
29 seats, 6 speed, A/C,  
curtains, double glazing,  
power door,  
radio/pa/cassette



**1999 Iveco Indcar  
Maxim I**  
24 seats, 6 speed, A/C,  
curtains, double glazing,  
power door,  
radio/pa/cassette



**1996 MAN 11.190  
Berkhof Excellance**  
33 seats, ZF 6 Speed,  
double glazing, Telma,  
power door, toilet,  
TV/Video, drinks



**2001 MAN Neoplan  
Transliner**  
49/53 seats, ZF 6 speed,  
A/C double glazed,  
continental door, toilet,  
TV/Video, drinks



**1999 MAN Neoplan  
Transliner**  
48 seats, 6 speed, A/C  
double glazed,  
continental door, toilet,  
TV/Video, drinks



**2003 Neoplan Starliner**  
8 speed, ZF gearbox, 44  
seats, A/C, curtains,  
double glazed, power  
door, toilet, TV/video,  
drinks, fridge,



**1997 Setra S250  
Mercedes**  
48 seats, ZF 6 speed  
Manual, A/C, Telma,  
power door, toilet,  
TV/Video, fridge, drinks



**1995 Volvo B6R  
Jonckheere Ascot**  
35 seats, ZF 6 speed,  
double glazed,  
radio/pa/cassette



**1994 Volvo B6 Caetano**  
35 seats, 6 Speed, double  
glazed, continental door,  
radio/pa/cassette/cd



**1994 Volvo B6R  
Jonckheere Ascot**  
33 seats, 6 speed,  
curtains, power door,  
Toilet, radio/pa/cassette.



**1993 Volvo B10M Plaxton  
Premier 3200**  
48 seats, toilet, drinks,  
radio/pa/cassette,  
continental door



# The Elite Group – Moving up a gear

**'Y**ou're either in it, or you're not,' says David Nickson, Managing Director of the Elite Group of companies, explaining why he has embarked on a programme of expansion for Elite's coaching operations. He believes that small operators are already finding it difficult to cope with excessive levels of legislation and this will become more difficult as time goes on. Although Elite Services has always been run properly, recent experiences have convinced him that the only way forward is to expand and become even more professional than in the past.

In 2003 the very old established business of Carsville Coaches of Urmston was purchased from Steve and Dave Hughes, and in the past few weeks, Smiths of Marple has joined the fold.



L to R: Dave Nickson, Sam Nickson and Jason Hibbert.

Smiths was founded by Ken Smith and had been trading since the 1950s, being acquired by Jason and Julie Hibbert five years ago. Jason is now joining Tony Roberts and Dave Nickson, Elite's founders, on the Elite board.

It was Jason who approached Dave over joining forces. He had spent many years working for Elite,

was a friend of Dave's already and felt the same way about the future of coaching, in particular the need for growth. Dave wanted to expand and needed a right hand man to help manage the growth process. 'I'm restrained by what I can do. You need someone to take work off you so you can take time out to focus on which way the business is going,' said Dave.

Tony has always been Elite's CPC holder, but Dave recently decided to obtain his qualifications. It was while undergoing the necessary training, with Specialist Training & Consultancy Services of Accrington, that he became convinced that greater professionalism was required. He commented, 'in the past it was a case of getting a

Elite has never had a sloppy approach to operation. Dave Nickson has always believed in having systems and doing a quality job, but his eyes have been opened to the need to pay even more attention to the minutiae, and to set about formalising informal systems. A requirement for additional training has been identified throughout the company and as a first step drivers are being sent on tachograph refresher courses.

He knows he is by no means alone in not



Three of the Irizar Century bodied Scania K113TRBs line up at the Stockport depot.



The Ayats Bravo 1 coach in the process of having the latest livery vinyls applied. It is driven by Phil, who is fanatical about keeping it in pristine condition.

coach to the customer. Now you've got to be a lot more professional and accountable. You've got to review every aspect of your business regularly and know why you do everything you do. You also need to know, and be able to show, that your staff also know what they are doing, including all the current legislation.'

It has to be said that

having formally addressed some issues that are easily taken for granted. Although many operators only employ qualified fitters, he wonders whether they are fully compliant with the latest electrical regulations. 'Torque wrench setting procedures – do you provide fitters with the correct information for every vehicle, or do you assume they know it?' he asked, adding, 'how many risk assessments have been carried out?'

## Elite Services

Elite Services began coaching operations in 1981 when Dave was only 23. From the outset it was a joint venture between the men, each of whom brought different skills to the enterprise.



Elite's Stockport premises house the depot and the seatbelt and MOT testing operations.



Tony, who is 15 years Dave's senior, had started out with the North Western Road Car Co at Charles Street, and later worked for the Godfrey Abbott Group, where Dave's father also worked. GAG was subsequently acquired by the Charterplan operation of Greater Manchester PTE and Tony did not stay long after the takeover. So it was that the two got together and Elite Coaches was established, initially with no vehicles.

Tony recalls, 'we should have stopped immediately, because we made a profit in the first few months. Our first trip was to the European Cup Final at the Parc des Princes stadium in Paris that May, when Liverpool beat Real Madrid 1:0. We hired in coaches to cover it and got our own coach later that year with the bounty.' For £8,000

Although it is a place of business, with Tony and office manager Brenda sat at their desks, visitors seem to treat it as much as a social club, popping in for cups of tea and some banter. Tony is adept at putting a smile on people's faces with his witty comments and observations. 'We like them to go out of here tittering,' he said, a mission in which he achieves a high success rate. 'I find it exhilarating, the appreciation from people who have enjoyed their holiday. They are like friends rather than customers,' a claim proved by the flowers and photographs from customers that adorn the office.

'There are some really great characters,' said Tony, some of whom take between 20 and 30 trips on Elite's coaches.

Talking about the business, it became clear that Elite's product is different to any other operators' that I have encountered. It was mid February, but the latest holiday on offer departed on 1 May. For a company that offers around 400 departures a year, I found this amazing. The reason is that, for much of his programme, Tony relies on late bookings to get the edge that enables him to

compete in what is a very competitive environment. This way he gets reasonable hotel prices from his contacts and sells them at the last minute. There is no typical Elite excursion because, 'It's very fluid, it depends what is on offer.'

He finds the demand is increasing for shorter holidays, breaks rather than weeks, and Elite has never done anything longer than five days. 'Although they come back saying they could have done with longer, if you offered it, they wouldn't book it and it wouldn't run.' In practice, despite the short notice, in excess of 75% of advertised trips do run. A lot of people come in to the office to book, but, to Tony's surprise, 'the vast majority of bookings now are by debit or credits cards over

the telephone.' Tony sees it as part of a process of dramatic change that is taking place. He commented, 'Greater Manchester used to be very parochial, but now the M60 is there, there are no boundaries.'



A Carsville survivor is this Plaxton Viewmaster bodied Tiger 245.



One of the Scania allocated to Carsville at the Stockport depot.

they became the proud owners of a five-year-old P registered Plaxton bodied Ford R1114 360 Turbo, previously with Thomas Coaches of Stockport. It was only shortly after that the fleet was doubled with the acquisition of another Ford from nearby Bullocks of Cheadle.

Looking back, Tony mused on the relative financial commitment of starting out with a five year old motor in 1981 and the present day. He

has always looked after the administrative side of the operation, working from the company's booking office in Sale, seven miles from the depot in Stockport. As well as serving customers, he handles the driver and work



Janet Nickson in Carsville's office.

allocations for the Stockport and Urmston depots. The office has been in the small and rather unassuming shop it currently occupies for nine years and was previously in a larger office over the road.

Tony stressed how local much of the custom is, 'to move away would be detrimental to the business,' he said. 'We have a lot of loyal customers, a lot of very, very nice people.'



The Carsville depot in Urmston.

handicapped adults, that run with local authority employed escorts. The client base is a large one.

There are eight full time drivers, most of whom have been with the company for years. An

exception is Dave and Janet's eldest son, Sam, who is training to be a mechanic. Now 19, he passed his PSV driving test a few weeks after he was eligible to take it and is treated just the same as any other employee. Janet also works at the rented Urmston premises, looking after the office with Office manager, Wesley Butler, who makes sure the drivers are on time and schedules the maintenance. There is no full time fitter at Urmston, though the workshops are well equipped. Staff travel over from Stockport on a regular basis to do whatever needs doing, and, as I saw on my visit, vehicles from Urmston go to the main workshops if necessary.

When the business was bought, the fleet was very elderly, with six Fords and a Leopard among the ten coaches owned. The oldest vehicles have gone but the



All Carsville coaches were named, this Volvo B10M Duple 320 being Susan.



white yellow and black livery is still carried by several coaches, including a Leyland Tiger Plaxton Viewmaster and a Volvo B10M Duple 320. Before there was any thought of acquiring it, Janet had often commented to Dave that the Carsville fleet may have been old, but it was always very well presented and fresh.

When the business was acquired in May 2003, a number of the regular clientele let it be known that they were quite happy with the way things were, and didn't want to see things change. Dave commented, 'Carsville customers are very loyal. There was a bit of anti when we took over. Now they've got used to us. They know we're going to look after them and they're happy. We've improved the coaches. It's very close knit and everyone knew everyone, but not us. Old people don't like change, but now they've realised it is change for the better.'

'We are trying to keep Carsville independent,' said Janet. Dave added, 'the pace is slower at Carsville. The clientele is even older. A lot of groups meet at the depot to go on trips, something we've never had at Stockport. Here it's like a bus station.' In line with the slower pace, the



Julie Hibbert in the Smith of Marple office.

directors have been cautious about changing anything too rapidly.

The acquisition is proving a good one. 'The business has grown since we went there, we're hungrier,' said Dave, adding, 'the rates are better too.'

### Smiths of Marple

While Elite's programme is exclusively late bookings, Smiths programme covers the year. 'We advertise a programme covering the whole year. We have to, if we didn't do it that way, they'd go with someone else,' said Jason, adding, 'It's good that, as a group, we can now offer both.' One advantage over big tour operators' programmes is that no Smiths tour spends more than an hour picking up before it is heading for its destination.

What is offered is different, but Jason finds great similarities between the Smiths business and the Elite and Carsville operations. 'Everyone knows everyone, both staff and passengers,' he said. 'I think the atmosphere is warmer on local company trips than with the big national operators because



Smiths of Marple's fleet includes this Irizar Century bodied Scania.

everyone knows each other.'

Helping to sell the programme is a network of 14 agents. There were previously more, but Jason reduced the number, as there had been a considerable degree of duplication in some areas. With the number of bookings generated through the internet growing, and plans for a direct internet booking facility, Jason wonders whether booking offices will be necessary in ten years time, as he believes very few people will walk through the door.

One of Smiths coaches carries Fraser Eagle livery, as the company is a preferred operator. It is work that Jason and Dave agree is worthwhile. A mobile phone call, followed by a fax, saw two coaches despatched to Macclesfield for rail replacement work during the time we were talking in the Stockport office.

Alone among the three, Smiths runs buses as well as coaches, with four Olympians acquired through Stephenson of Essex, backed by an ageing Bristol VR. The deckers carry out school contracts to Poynton High School for Cheshire County Council. Consideration is also being given to tendering for some of the County's tendered service work because Smiths is well placed for rural work.

The company has five full time drivers and the same number of regular part timers. Jason believes the Working Time Directive will make it difficult for a lot of tour operators. He commented, 'Most of their rates are the same as ten years ago, but their jobs will need more drivers to do them and the people aren't there. I see a big problem

for them soon because they won't be able to get their work covered.'

Julie commented that there has been a tendency for hotels to give too good a deal to big companies so that smaller companies cannot get a rate that is competitive, though she believes this is starting to change now because many have found the big companies do not deliver the anticipated numbers.

### Unity

Along with the Group's new approach has come a new livery featuring big and purple motifs on a white base. It will gradually replace the previous turquoise on white of Elite, Smiths most recent dark blue livery and even the yellow

and black on white of Carsville, a move that was not made lightly. A Marcopolo bodied Javelin was painted in a yellow and black version of corporate colours, but the result was considered insipid and this will not be perpetuated. Three coaches have now acquired a Carsville version of the standard scheme, among them a short Ford Paramount that is the last lightweight owned. 'People have



Smiths of Marple's Van Hool Alizee T8 bodied Volvo B10M carries Fraser Eagle colours.

noticed, but there have been no adverse comments,' said Dave. Smiths will probably be the last coaches to gain the new colours as they have most recently been painted, although Jason is keen to get one in the new colours to stress the group link.

While each of the fleets is retaining its identity, albeit with a standardised livery now being



The Smiths garage in Marple with two of the Olympians outside.

adopted, everything else is being standardised across the group to make control easier and maximise flexibility. An example is the vehicle



inspections at Smiths, which were on a six weekly cycle, but have gone to a four weekly one in line with Elite and Carsville. Coach packs have been introduced for every driver, providing them with details of what to do in any eventuality. Each coach is also equipped with a hands-free mobile phone, reflective jackets, torches and cameras. 'If a Carsville driver went to work for Smiths for the day, the procedures he would follow would be exactly the same,' said Jason.

### Vehicle policy

Elite's early operations were based on secondhand Fords, since which time a considerable mixture of types have been operated including LAG Panoramics and Neoplan Jetliners. An Ayats Bravo 1 double decker is the only coach in the current fleet that was not previously owned, although other new vehicles have been bought in

years ago. Originally with Applebys, they were acquired through Scania Coach Sales. Two have been re-trimmed and refurbished to a high standard and the third will be in the near future. Negotiations are currently underway for the acquisition of three more similar coaches. As is often the case, the deal will probably be done through Bob Rossiter and Steve Lambert at Scania Coach Sales.

An unusual vehicle owned is a white



Among the coaches Smiths of Marple operated, prior to Jason purchasing the company, were a Duple Dominant IV bodied Leyland Leopard and a Mercedes Benz O.303 acquired from Redwing. After five years in the fleet, the O.303 returned to Redwing.

American stretched limousine, though this is not operated yet. Sitting on the leather bench seats, next to the bar unit, on my first time in such a vehicle, it was easy to understand its appeal, compared with a basic minibus.

1996, the operation had expensive state-of-the-art equipment, no customers at all, and two other test centres on the block. The two competitors have now gone and the operation continues to do good business. Also operated is a mobile commercial repair service.

### Last word

As in all things, a big part of the process of change that the Elite Group, and the industry as a whole is going through, is managing to balance



A yellow version of the corporate livery style was tried on this Carsville Marcopolo Javelin, but the result was not judged a success.

the past. Dave was employed by the Anglo American concern that imported the Ayats marque for a time, on the basis of his engineering expertise. Though there are some Volvos, today's Elite fleet is predominantly Scania based, with 16 of the marque owned, a trend he sees continuing. Among the next vehicles to go will be the group's only Setra.

Dave no longer buys new because 'I can't stand the depreciation. I'd rather let somebody else stand it,' he said. Front line coaches include a trio of R registered Scania K113TRB tri-axle Irizar Century 12.37s, the first of which arrived two

Acquired with the Carsville business was an AEC wrecker. It is intended that this too will acquire corporate livery in time.

### Elite Group

Coaching operations are not the Elite Group's only business activities. Established in 1994, Elite Seatbelts was an early leader in the retrofitting of seatbelts, spending a lot of money on the necessary testing. Though it is rare now to find coaches that do not already have belts fitted, the company is still very active in the field, partly with replacement and repair business, but mainly with installations in service buses, which appears to be a growing market.



Seen visiting Spalding Flower Parade in the early 1990s was this Ford Plaxton Supreme in the purple and silver based livery Elite Services used at the time.



A Plaxton Paramount 3500 Scania in Elite's old livery.

the demands of modern competitive business with the rather more personal needs of individual customers. The juggling of the demands of modern operation and the need for old-fashioned qualities, such as personal service, is something that Elite's three coach operations appear to be adept at. The coaches may all be acquiring the same colours, but the recognition that each operation has different needs and its customers different expectations, is not lost on the directors and their teams.

With licences currently held for 26 vehicles, the coaching operation has grown considerably, though it is still a long way short of the sort of critical mass that some companies have achieved. 'We would acquire other companies if they fitted,' said Dave. 'We'd look for a good customer base, a good reputation and something that can be bolted on to our existing operation. It has to fit. It needs to be something to which the same rules can be applied. I want to move on, I want to expand it, because you're either in or you're out.'

**By Stuart Jones**



# The Coach Parking in London 2005 Map

**C**oaches are a key part of London's tourism business, bringing in 2.8 million visitors and contributing nearly £300m to the city's economy, annually. The importance of this contribution is slowly being recognised with steps to improve access and facilities for incoming coaches. Much of the improvement has come from initiatives of the London Coach Forum, convened by TfL and bringing all interested parties together. Forum



**The team behind the Coach Parking in London 2005 map: Sandra Elliot of Visit London, Bob Pilbeam of CPT, Darek Podwiazka and Peter Bradley of TfL.**



more popular sights. On the reverse, coverage is extended to Docklands and Richmond along with clear guidance on parking restrictions and useful contacts. These include the Metropolitan Police for guidance on major public and sporting events and the Royal Parks Office for permits to drive the sections of park road open to coaches.

Around 30,000 hard copies of the map are being produced in English, targeted not just at operators and drivers but also tour guides who need to be aware of restrictions and avoid putting pressure on drivers to wait longer than permitted. In

addition, the map will be on TfL's website, initially in English, French and German. A Polish version will follow, Polish speaking drivers being identified as the next largest incoming group.

Bob Pilbeam, CPT's Coach Co-

ordinator, Stephen Lee of Anderson Travel Ltd, who identified the over zealousness of some traffic wardens in ticketing coaches loading and unloading, resulting in considerable administrative effort to gain cancellation of most tickets. He suggested keeping a photographic record of activity whilst the ticket was being issued, a process made simple with the proliferation of camera phones!

Theatreland has been another focus of activity, after the Society of London Theatres identified concerns that coach parties, a major source of theatre revenue, were being discouraged by

restrictions on after show loading. Working with CPT and the Borough of Westminster, a dedicated 20 minute waiting area for 24 vehicles has been established in Kingsway between 2200 and midnight on what is otherwise an area of parking

Chairman, Peter Bradley of TfL, has been impressed by the willingness of all involved to develop facilities, a clear commonality of purpose being identified.

The need for safe and hassle-free waiting and parking areas has been a major area of attention and the results are seen on the recently launched Coach Parking in London 2005 map, the third edition in four years. The map, produced by a partnership of TfL, CPT, Visit London and ML Design, is in TfL's house style and incorporates a wealth of information. Alongside the location of waiting and parking areas, the main map shows recommended routes for coaches and many of the



**Special restriction signs have been erected in Kingsway for the 20 minute parking between 2200 and midnight.**



**The Westminster 10 minute rule has made loading easier outside hotels such as the Hilton Waldorf, Aldwych.**

ordinators, highlighted some of the recent improvements, in particular the Borough of Westminster's ten-minute guidance on loading and unloading, where safe to do so, in parking restricted areas. He hoped to see other Boroughs following suit, but recognised the difficulties of TfL strategies being implemented through the Boroughs who employed private companies to manage parking. He was backed up by one of the operators attending

prohibitions and bus lanes. Further initiatives are planned and Bob Pilbeam also drew attention to the positive attitude the Mayor of London had taken to coaches, exempting them from congestion charging and freeing bus lanes for their use. It is to be hoped a similar sensible approach is also taken on the Mayor's proposal to restrict all but low emission vehicles, Peter Bradley confirming that appropriate



parties will be involved in a consultation process before any restrictions are brought in.

The Coach Parking in London

2005 map is available from CPT and TfL and on the TfL website [www.tfl.gov.uk/coachparking](http://www.tfl.gov.uk/coachparking).

By David Cole



The Epsom Coaches Setra S315 GT.HD.

The Coach Parking in London 2005 map was launched at the 2005 British Travel Trade Fair at Birmingham NEC, a full report on the show will appear in our sister publication Coach Tours UK. The show was an opportunity for CPT, Coach Marque and the Coach Drivers Club to demonstrate to tour organisers the quality that UK coach operators offer. The vehicle on display was a 2004 EvoBus Setra S315 HD-GT from the fleet of Epsom Coaches, which celebrates its 85th anniversary in 2005.



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# Times they are a changing.

I was watching the TV this morning and there was some awful techno nerd programme on about internet and communications and wi-fi and all sorts of stuff that I don't understand even when I'm awake. Then there was a piece about a big new satellite that is being launched soon that will help us do all the wonders of technology we take for granted today, only better. Like sending a picture of your lunch to someone from your mobile phone or emailing the person at the next desk. You know the type of thing. In my day, photocopying someone's backside was the height of technological witticism. Actually, no, there is a point here but we'll come back to it.

So, anyway, the reporter was groping around for some measurement that conveyed the size of this satellite and chanced upon "the size of a London bus." Actually, it's not so much chanced upon, it's quite a common reference. Like "the size of two football pitches." As someone who has never been to a football match and has no intention whatever of doing so, such a comparison means nothing. So too, for someone who has never seen a London bus. Maybe as a child they had a Dinky Toy one, in which case they would have been seriously underwhelmed by the satellite, and a bit worried about the size of the technicians working on it. For me I thought, "Well, it isn't very long, is a bit tall and hasn't got a bend in the middle so what are they on about?" Even if you say, "Don't be a smart backside, they mean a Routemaster," I'd still say "RM or RML?" Which just goes to show that there are a lot of misconceptions about. It gets really serious if you talk about distances, you know the type of thing, stopping distance 20 bus lengths. An RM and an artic Citaro would come up with a considerable difference.

So what is the perception? The big red London bus is still the icon it always was but, in a number of recent trips to the place, I've been struck with the impact of the artics. They most certainly don't give the place a European feel, they have a distinctly London look and seem fully at ease in the place. But they do have a certain chutzpah that quite catches me, a confirmed anti artic man, by surprise. A lot is to do with the aplomb, nay, Élan, with which they are driven and full marks to the operators who have embraced them so well. And also the setting, they are not the type of bus for the small picture, they need the grand background that the Capital can give. I'm very interested in seeing how they fit

in Cardiff, but I'm not sure they are "just the ticket" (Setright or Almex?) in places that can't carry them off. Yes, I'm quite surprised at my reaction.

we need to break out of this or else it's "workhorse to thoroughbred to dog meat."

There's a good example of initiative in this field with National Express's Digbeth depot learning how to dance something. Irish, I believe. This captures a popular theme on TV these days and I must say that the one I saw about folk learning to appear in the show "Chicago" was pretty entertaining stuff. National Express ought to get a good deal of reflected publicity out of it and be viewed as a decent sort of bunch. I hope so, they deserve it for taking the plunge, it's a pity more of us don't do the same. Yes it's a bit risky, but the rewards are great. What ever happened to risk taking? Oops, sorry, forgot, this is 21st century Britain....

Actually, it's a bit sad that Nat Ex haven't got a stronger emotional following such as that for Greyhound in the US. Despite it's problems it is still something special. Mind you, the dynamic "Greyhound" knocks spots off the rather bureaucratically dull, descriptive "National Express" name and anaemic white livery. Still they had a pop song written about them, but again, not in the same league as Simon & Garfunkel's "America".

So what was the point I referred to earlier? In September 1967, I went on a tour of the Cardiff trolleybus system in a preserved Glasgow single deck trolleybus. (The thing was only nine years old and already disposed of, there are some serious crimes where the villains have walked free when it comes to trolleybuses.) Anyway, 30 years later, I saw a video, which said it included this event so I bought it. Watching it, suddenly, at Roath Park terminus, a shifty looking

cove ran across the front of the screen. Me! Now had you taken me aside in 1967 and said, "In 30 years time, you will be able to put a plastic box into a machine linked to your TV and see this scene on your TV, in colour," I'd have said, "There's a small van over there waiting to take you away." The technological advance is incredible and when you look at the advance from the shoulder mounted brick to today's mobile phones it makes you think.

It makes you think that the industry really

needs to wake up to the environment in which it lives.



**A Glasgow trolleybus in Cardiff in 1967. The dewirement is intentional to put it on the remaining wires of the old single deck route in Cardiff. This rather sleek thing, pretty revolutionary in it's day, did less than 9 years service. Shameful.**

Incidentally, I'm not a betting man, but I'd put money on Cardiff Bus getting operator of the year before we are all much older. A striking livery wouldn't go amiss, though, team.

So, perceptions about buses. After all this time, developments of modern types and attempts at marketing, where are we? Still I suggest the transport of last resort, still, "Well you could



**I'm surprised by my reaction, these things look quite at home.**

always get the bus (ho! ho!) and "The buses are always late or cancelled." Still trapped as a term of measurement that is miles out of date. Somehow



# Hans Smits departs EvoBus UK

**H**ans Smits, Managing Director of EvoBus UK since it was established at its Coventry headquarters in 1998, has said his farewells to UK staff and customers and, by the time this appears in print, will be heading up the EvoBus operation in Belgium. He has presided over an eventful but ultimately successful UK launch and consolidation for Europe's biggest bus manufacturer.

During his time in the UK, he believes the biggest challenge he faced was, 'building up the organisation and the team. I'm extremely pleased with the way that has gone. It's what I'm most proud of, leaving behind an excellent team of people.'

Perhaps the second biggest challenge he faced was that of integrating the separate Mercedes Benz and Setra cultures within one organisation. He commented, 'the Setra culture of those familiar with the Lincoln days had to be transferred into a set-up ten times bigger. It has not always been an easy process, but looking at the Setra success in the UK and Ireland, we can say confidently it was the right decision to do so. It will be exciting, with the Comfort Class about to arrive, to see just how far it can go.'

The role certainly hasn't been an easy ride, as Hans has had to deal with a number of major issues during his tenure. Among these was the collapse of UVG, who were to have completed the interiors of a large batch of Mercedes Benz O405Gs for Travel West Midlands, a problem that became apparent on his first full day in the job. There have been others too, but they have been worked through and resolved.

Looking back over this, Hans said, 'In spite of the trials and tribulations, at the end of the day we have proven to the industry that we are here to stay.' He admits that, as Mercedes Benz had been



Hans with the picture of his house in Leamington Spa, which was presented to him by the staff of EvoBus.

in and out of the market on previous occasions, convincing customers of a long-term commitment was a barrier that had to be overcome. The investment in Coventry was a positive sign, but, initially at least, a lot of potential customers said, 'we'll talk again in a couple of years. Let's see if

you're still there.' It was also an obstacle to recruitment. 'Now I'm leaving a situation where no-one questions whether we are serious, which is a very good thing,' said Hans.

Hans was reluctant to single out any particular order as the most satisfying to have won, but

pressed, he plumped for the first London General order for articulated Citaros, 'because I knew it would be a breakthrough.'

He feels EvoBus UK has achieved a lot in the last seven years. 'We've been very successful on the coach side, with Setra sales at a record level. Also on the bus side, where we have put Mercedes Benz on the heavyweight bus map.' He continued, 'It's been very interesting for me, in terms of after sales support. We've been able, with a lot of partners, to work out a



Winning the first contract for articulated Citaros in London was a landmark deal for EvoBus UK.





The Setra brand is now fully integrated within EvoBus UK and its sales are the highest they have ever been in the market, with new models just about to be launched.

variety of different support packages. Six years ago, we were able to conclude a parts contract with TWM covering all of their Mercedes buses. Six years later, that arrangement is still standing, and has been extended, showing that the original concept we worked out with TWM was spot-on. It was a trend-setting activity.'

He also cited the concept the company had developed in London, with mobile technicians

supporting the growing fleet of bendibuses. 'There are now more than 200 Citaro buses being supported by mobile technicians. A completely new concept that, as far as I know, nobody has done before,' said Hans. 'It was a big challenge, but we worked it out with customers, implemented it successfully, and it works.'

Though the company title is EvoBus UK, it is also responsible for Ireland, of which Hans said, 'I

am proud that we have been able to build up a very considerable position in the Irish market.'

He is looking forward to the new task he faces, but it is not without some regret that he leaves the UK, not only because he is parting company with his colleagues at Coventry, but also because his family was very settled here. 'It is the end of one chapter and the beginning of another,' said Hans, who will be living near Eindhoven with his wife and two sons. It marks a return to his native country for Dutchman, Hans.

On the weekend prior to his departure, a staff farewell party was held on a boat on the River Thames, where he was able to demonstrate a previously undiscovered talent for limbo dancing. Among a number of presents he has received, is a framed picture of the house in Leamington Spa where Hans lived during his stay in the UK, from the staff of EvoBus UK.

Hans will be succeeded by Oliver

Moekesch, who is German, but previously headed the Swiss operations of EvoBus. 'I wish him all the best in continuing to develop EvoBus in the UK,' said Hans. In Belgium, he is hoping 'that the positive work I have been able to do in the UK can be repeated.'

By Stuart Jones

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# Lawtons Executive Minicoaches

## New operation – new niches.

**G**eoff Lawton spent 15 years in the Fire Service before leaving in 1986 to join the family poultry business. He had passed his PSV driving test some years earlier with Hoggs of Boston and continued to drive part time for Dickinsons of Wrangle.

As an additional source of revenue, they started running an eight-seat taxi, which Liz, Geoff's wife, drove. Around five years ago the couple had to make a decision on which way the business was going. They were nervous expanding further in the poultry business, yet they needed to if they were going to maintain their income. They diversified into private hire using a Volkswagen Caravelle, winning a school contract.

With demand growing for airport runs a second, a move up market was made with the purchase of a leather trimmed, air conditioned Mercedes V class. Soon after, the number of children for the school contract increased, creating a dilemma. Rather than lose the work, both vehicles were used on the job. It wasn't a particularly efficient way to do it, but without an operator's licence and Liz taking her PSV driving licence, there was no alternative at the time.

To overcome the problem, Liz passed her PSV driving test in 2003, which took a couple of attempts. A problem she experienced was that of booking lessons and getting a test date quickly afterwards. She was also very critical of the standard of some training vehicles, have struggled valiantly with the gearbox of a Bristol that even the instructor admitted he struggled with. Then, via the Internet, contact was made with Tockwith

COIF'd to replace the Caravelle. With the airport work growing, the couple thought it would be worthwhile making a concerted effort to win better work and set about seeking a bigger minicoach to replace the V Class. On a visit to Cymric Conversions, Geoff came very close to buying a vehicle. That he did not do so, he regards



Geoff and Liz Lawton.

as one of his luckiest escapes, so far, in the business, as the company folded soon after. Certain that he wanted air-conditioning, he had previously rung Optare to enquire about a Mercedes Benz Sprinter based Soroco, but thought the price 'way out of our range.'

Following the trip to Wales Geoff rang Optare again and was offered a Bonito demonstrator. Inspection of this showed it to be better than

LDV out on a job for customers who had previously travelled on the Soroco. He contacted Neil Hubbard at Optare again, and six days before Christmas the Bonito arrived in part exchange for the LDV. With 'Welcome aboard Liz's little coach' sign written on the door, it does the school contract and any private hire work that isn't too far away.

It might sound from this as if there was no clear plan being followed, but this was not the case. Geoff explained, 'We gave ourselves a budget and a time limit and said, if it's not happening in six months we'll cut our losses and sell everything. I didn't want to get in a hole and keep digging. If it wasn't going to work I wanted to stop while the hole was shallow. I was confident we had two good vehicles that we could sell on.' In the event it went well and the couple were very pleased with their first year. 'It wasn't enough to go on a Caribbean cruise,' said Liz, 'but we kept our heads above water and made a good living.'

They admit that they have made some mistakes, 'one of which was taking on anything and everything when we started. It included club runs, but now we're much more selective about what work we take on,' said Geoff. He added, 'When we were kids we had respect for things, but there isn't so much of it about today. It's not necessarily kids, it's often those in their twenties.'

### Chance meeting

With the first six months behind them, Geoff thought it would be a good idea to take his full CPC qualifications. He had no plans to diversify at the time, but thought it would be something useful to have behind him. He had also, 'been advised by the Ministry that it would be a good idea.' He admits to having found it quite hard doing it by home study, though he passed modules one and three in this way. After using their home study course, he booked an 11-day course with Friendberry in Somerset, as a result of which he obtained his national licence. 'I am going to take the international with Specialised Training at Accrington, later this year. I'd have done it with Friendberry again, but the course dates clash with a holiday.'

Indirectly, attending the course opened up a new avenue for the company. On it he met Len Frampton from Brians Coaches of Lydd, near Folkestone. He happened to mention that he had bought a coach from somebody our way shortly before going on the course. The vehicle was a wheelchair lift equipped Van Hool DAF formerly operated by Colin Andrew, who was



The Lawton's Executive Coaches minicoach fleet posed at the top of the couple's drive at Last Moorings, East Fen Lane, Stickney, near Boston.

Training near York. She was full of praise for them, and the five-speed Leyland Swift used for tuition, and after a three-day course she went back up and passed the test.

A restricted operators licence for two vehicles was obtained, and a 1999 16-seat LDV bought and

anything else that they had seen. However, while he was there Geoff had a look at the Soroco and, working on the 'in for a penny - in for a pound' principle, decided to buy it, taking delivery on 6 November 2003. Customer reaction to it was excellent, but this created another problem. Within weeks it became clear that you couldn't send the



planning to retire.

'I immediately saw it as our opportunity,' said Geoff, who went and saw Colin to discuss his ideas and ask if he was prepared to sell his book, as he still had a lot of customers. The two agreed to work together, formulating a plan that will see Colin, who had retained his operating licence, remain as the nominated CPC holder until Geoff has his full international qualifications.



The 16 seat interior of the Bonito is very much more luxurious than the LDV that it replaced. Liz prefers this coach to the Soroco.

With the new venture agreed, they started looking for a coach to undertake the work, looking at quite a number before deciding on an April 1997 Van Hool T8 Alizee 49 seat executive on a Scania K113TRB tri-axle chassis, that seemed best suited to the role. It was bought from Martin West at Scania Coach Sales at Worksop, whom Geoff has found very helpful throughout. 'I was quite concerned about weight with the wheelchairs on board and this will definitely cope,' said Geoff. Scania found a few problems with the coach, which had been new to Harry Shaw and more recently with Milligans Coaches, among them a leaking fuel tank that had to be completely replaced.

When I visited the couple at their home and operating centre at Last Moorings, East Fen Lane, Stickney, near Boston, the Scania was away at Carlyle Bus & Coach in Birmingham having a PLS cassette lift installed in the side. It is to be painted in the same livery style as that used on the minicoaches. Geoff opted for a 49 seater because, 'we're going for luxury because I want passengers to arrive feeling comfortable. My philosophy is to give passengers the comfort and service I'd want myself.'

Geoff explained, 'the idea behind taking on an accessible coach is that it's a niche market, rather than competing with established local companies like Dickinsons and Cropleys. I rang Don and Nigel at Dickinsons before buying the coach, because I'm hoping we'll be able to work together. I'd still be happy to drive for them if they were desperate and I wasn't otherwise committed.'

Already Colin has put together a programme of day tours with the vehicle and produced the brochure, which is an A4 sheet folded to A5. It offers over 40 excursions between February and June. The slogan, 'We have the ability to look after your disability' is used, and passengers are asked to state at the time of booking, if they are confined

to a wheelchair. Colin will drive on many of the tours for a year and is introducing Geoff and Liz to his existing customers. Many of them have very particular requirements that Colin has become accustomed to, so he is gradually going through these and explaining to the

gives Geoff confidence that further expansion is the right way to go is Colin Andrew having said that, had he been 15 years younger, he would

now have been going for a second accessible coach. Geoff is full of praise for the effort Colin is making to help establish the new operation, commenting, 'I don't think we could have done it without him.'

Colin Andrew, commented, 'I was going to run it down and retire, but once we'd made contact, we had to move fairly quickly to maintain continuity and the client base.'

There are 58 disabled groups I work for, as well as a database of 2000 excursion passengers and private groups. I'd built it up from nothing over the past 12 years and I didn't want it to fragment.'

Describing how the operation works, he said, 'on excursions, none of my passengers actually stay in their wheelchairs. We board them via the lift and they transfer to a seat, with the chair going in the



The Bonito interior.



The Soroco interior.



The Optare Soroco bodied Mercedes Sprinter. The Soroco is built in Spain by Ferqui.

Lawtons what's what. The accessible Van Hool may not have been on its first job yet, but already Geoff is talking about

buying a second coach. 'Without really trying to sell, we are already getting double dates in the book,' he said. 'We're pretty serious about the second coach, and we'll take the same approach that we did with the minicoaches. If, after a period, it isn't making a return, we'll reappraise the situation.'

He and Colin have been to look at a few coaches, the standard of which has varied immensely. 'I'd prefer a second Scania K113 Van Hool 49 seater that we could put a lift into, but we probably won't end up with one,' he said. Among the things that

locker. On average, we probably take three wheelchairs per excursion, and they all transfer. If they want to travel in a chair to an excursion we can do it, but we need to know early in the booking process, as it involves reducing the carrying capacity by two more than using the lift already does. The fare we charge is no different for a disabled passenger.'

'It is different when a private hire group books. We can configure the coach to their liking. Instead of the standard 49, we can go down to 31 seats and



For the new venture into accessible coaching, this 1997 Scania K113TRB with Van Hool Alizee coachwork has been purchased from Scania Coach Sales. It is being equipped with a PLS lift at Carlyle Bus & Coach.

four chairs.'

Colin confirmed his belief that Geoff and Liz were going the right way, saying, 'It is too late for me to





Geoff has always been happy to show potential customers what they are booking. The Optares must create the right image as has found that many take one look and agree to book it before even looking inside.

take this on alone, but were I 15 years younger I would have gone they way they are going. There is definitely scope for expansion on the holiday side, catering for people who want to go on tour.'

He believes that Geoff and Liz 'are learning well' about this new aspect of the business and claims that 99% of looking after people is 'common sense.' He agrees with a comment another driver once made to him, 'You not only want to care, you want to show you care.'

### Computerised

From the outset the plan followed has been to do things properly with good systems in place. With the bookings, the original intention was to operate a manual system, but after three days a lady came in who wanted to book on 19 different excursions at one go. The resulting need to juggle 19 different folders, and write down the address on a sheet in each one, was an eye-opener. 'We decided we had to go high-tech and computerise,' said Liz. After looking at a couple of alternatives, 'We bought Roeville's T2000 system and we're getting used to it. It's very straightforward. There were a few early niggles, down to us not knowing



Colin Andrew

talks of his customers as if they are a big happy family. 'They need to get to know Geoff and Liz and form a relationship,' he said.

### Vehicles

A local commercial garage undertakes all of the maintenance on the minicoaches. Geoff believes that prevention is better than cure and would rather have any problems discovered in the workshop than on the road. He is pleased with the arrangement and will extend it to cover the recently acquired Scania. Geoff agrees with the requirements that operators must have money available in cash to spend on vehicles and says that, 'the person doing my maintenance would rather spend the money than not.'

The two Optares have performed well. 'I feel we definitely bought the right vehicles,' said Geoff. 'People can't believe them after what they have travelled in before. I did an Edinburgh trip in the Soroco last year, and you wouldn't have wanted to do that in an LDV. I've done Blackpool a couple of times too. We're finding good demand for them, and once people have been in them, they don't want to go in an LDV Convoy again.'

the terminology, but we're not on the phone often now. It is good knowing that, as we are now on broadband, they could fix things from Doncaster, if there was a problem,' said Geoff.

One of the aspects that makes the bookings more difficult is the existence of two separate pick-up routes, with each excursion using one or the other. Both routes are quite complicated and have been devised and revised over the years to serve Colin's clientele. He

If anything, the couple are even more impressed with the Bonito than the Soroco. Liz prefers it because she thinks the tinted screen of the Mercedes makes it darker inside than the Bonito, and the Soroco does not have a DVD player. Geoff admits that the driving seat is much more comfortable in the Ford.



The Scania K113TRB with Van Hool Alizee coachwork being equipped with a PLS lift at Carlyle Bus & Coach.

### Conclusion

Clearly, it is too early to tell how the new accessible coach venture will go, but the success of the minicoaches must give the Lawtons encouragement that they should back their business instincts. Geoff says that it was always an ambition of his to own a coach. He admits, 'we're both 52, so it was a big decision for us. Have we got enough years left to reap the benefits? We had hoped that our son Michael, who has a full freight CPC, would be interested, but he prefers driving trucks, though he is going to take his PSV too.'

'It's a very steep learning curve and I often feel that, perhaps because I sometimes sound a bit inexperienced, people treat me as if I won't be around in the business tomorrow. I'm more likely to do business with people who want to help me than those who expect you to know everything.'

By Stuart Jones

### New to the accessible coaching market .....

While I was with Geoff Lawton I spoke briefly to Len Frampton of Brians Coaches of Lydd, who bought Colin Andrew's accessible DAF Alizee. The company has four large coaches including a DAF powered Van Hool Acron and a couple of Volvos, as well as a 16 seater and a 24 seater. This most recent purchase is the first coach they have bought with a wheelchair lift and was purchased from an advert in Bus & Coach Buyer.

'It's new to us, our first time in the market. There's a hell of a lot of interest and it's already done quite a few jobs. There is a market for it. We work for a lot of active retirement clubs and at times we've struggled with a normal coach. With this we've been able to take people who'd had to stop coming,' commented Len.

He continued, 'I'm pleased I bought it. It's all added work and it's going to be good for the business. My only concern is that, though it is in very good condition, if it goes down, we've got nothing to cover it. I don't think we'll equip our other coaches with lifts, but I would consider doing so if we bought another coach, depending on the work we had.'

Len continued, 'I don't think you can charge a lot

more for having the lift, but you do have to charge a bit more because of the time involved. There's obviously demand for it. The only thing I have found difficult is getting used to the equipment. Once you are used to it, it's very quick. I do all the work with it myself at the moment, so I haven't had to train another driver yet.' Len's last comment showed that running a lift equipped coach can increase flexibility, rather than reducing it, as many operators fear will be the case. 'Most of the other work we do is schools, and this does schools to. We can do a school run,

take the seats out, do a trip and then put them back in, in time for the afternoon run.



The 1987 DAF Van Hool Alizee, now running for Brians Coaches, pictured when still with Colin Andrew, participating in the Brighton Coach Rally.



## Scottish Executive announces £22.5 million funding to fill gaps in local services

Across Scotland, a total of £22.5 million funding is to be allocated by the Scottish Executive from the Bus Route Development scheme to local transport authorities to work in partnership with bus operators to kick-start better local bus services.

Transport Minister Nicol Stephen said, 'Buses are still far and away the most popular form of public transport. Over the last four years we have seen passenger numbers increase by almost eight per cent after decades of slow decline. This new scheme aims to give a major boost to passenger growth by kick-starting new services. There has been a very strong response from local authorities and bus operators. It is now important to get these better bus services up and running as soon as possible. By improving access to public transport we can encourage more people onto our buses and reduce congestion. Today's grants will benefit bus passengers across Scotland - including the

Highlands, the Borders, the North East, Strathclyde, and East and Central Scotland.'

From the £22.5 million, in the first round of awards, £12.2 million has been allocated to 27 projects. The scheme provides financial support for up to three years for



**Lothian Regional Transport will benefit substantially from the new funding.**

new or improved bus routes which have the potential to grow. The Bus Route Development Scheme is a section 70 transport grant with the aim of providing financial

support for up to three years to aid the development of new and existing registered local bus services which have the potential for growth. The purpose of the grant is to improve access to public transport, encourage modal shift and reduce congestion. The scheme implements the commitment in a partnership for a better Scotland to pilot new kick-start plans to create better value bus services. Bids must be identified by local authorities in conjunction with bus operators. In this first round £12.2 million over three years has been awarded to 27 projects from 14 transport authorities (Aberdeenshire, Angus, Dundee, Perth & Kinross, Fife, Falkirk, Edinburgh, Midlothian, West Lothian, East Lothian, Scottish Borders, Highlands, Moray and Strathclyde).

The £10.3 million which remains to be allocated from the total pot for this grant scheme will be

awarded to new or revised proposals which authorities are being invited to bring forward when they are ready. To meet the objective that the scheme benefits all parts of Scotland, authorities are being given population based indicative allocations to show how much is available to an authority for further bids.

By 2007 the Scottish Executive will be spending £1.4 billion per year on a safer, more efficient transport network, of which 70 per cent will be targeted on public transport. The Bus and Coach Statistics 2002-03 show that the number of passengers on local bus services in Scotland has risen for the fourth consecutive year. There were 445 million passenger journeys recorded in 2002-03 in Scotland compared to 413 million in 1998-99.

### List of successful bids:

**Angus Council - Strathgairn: Forfar Town Local Bus Service.**

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providing fully accessible vehicles that will service an increased number of education, employment and retail sites and integrating with existing inter-urban local bus services.

**Dundee City Council - Strathtay: Cross-City Direct.**

This new cross-city service will ensure that public transport provision in Dundee keeps pace with the simultaneous development of employment and business opportunities in the west of the city, and the marked increase in residential development in the east.

**Aberdeenshire Council - Stagecoach Services 101/106/107: Stonehaven Corridor (A90 South /A92) Aberdeen - Stonehaven - Montrose.**

The project improves inter-peak frequency from every 30 to every 15 minutes, introduces new fully-accessible vehicles and significantly improves route infrastructure and information provision.

**Perth & Kinross Council - Stagecoach Services 5/6 and 9/10: Enhancement of Muirton & North Muirton area.**

The project forms part of a major urban renewal project in one of the most deprived areas of Scotland. It increases service frequency from every 10 to every 5 minutes, introduces fully accessible CCTV buses and improves the route infrastructure.

**Fife Council - Stagecoach Service 37/39/X1: Kirkcaldy to Glenrothes.**

The project introduces fully-accessible vehicles to the route and new peak-time stops at employment sites as well overall route infrastructure improvements. It will improve elderly and disabled access, reduce congestion, and promote urban regeneration.

**Falkirk Council - First Routes 10/11/12: Enhancement and extension of Falkirk circle routes.**

The project increases service frequency from every 15 to every 10 minutes on the main radial route, introduces a new half hourly (from hourly) service on a different route and improves the route infrastructure in an area that is projected to achieve high passenger growth and modal shift.

**The City of Edinburgh - Lothian Buses route 49: North Edinburgh healthcare access; evening operation.**

The project extends the hours of operation of this service and provides targeted publicity of the change. It is a crucial element of the adjustment process for Edinburgh's integrated transport system resulting from the recent opening of the New Royal Infirmary in the South East of Edinburgh.

**The City of Edinburgh - Lothian Buses route 35: Linking major developments; frequency enhancements; accompanying vehicle branding and printed information.**

This project secures public transport provision for many new and future developments such as the Parliament, Ocean Terminal, the former Royal Infirmary and others. Currently operating at a loss, it provides necessary support for the service until the developments come on line.

**The City of Edinburgh - Lothian**

**Buses route 24: Completing a missing link - weekday and Saturday am and pm operation.**

Operating between Edinburgh Park and the New Royal Infirmary, the project improves the currently patchy service to two buses per hour from Monday-Saturday, 0700-1900. As the termini are two of the three Scottish Executive-funded Access to Growth Areas, the grant provides necessary support while passenger numbers increase.

**The City of Edinburgh - Lothian Buses route 30: Linking social needs with opportunity; frequency enhancements with accompanying vehicle branding and printed information.**

The project increases service frequency from 5 to 6 buses an hour, as well as marketing the change. By providing a 'turn up and go' service for areas of identified social need to a mul-



Many of the proposed new services will be operated by Stagecoach.

tiplicity of educational, leisure and employment opportunities, it provides a platform for sustainable growth and civic cohesion.

**The City of Edinburgh - Lothian Buses route 17: Sustainable Waterfront development; route extension with accompanying marketing.**

The project, with full operator support, will address the gap in the network that leaves the West Harbour Road, an important access route to The Waterfront (a major Edinburgh development creating dwellings for 25,000 people and 22,000 jobs), with no bus service provision.

**The City of Edinburgh & Midlothian - Lothian Buses route X37: Introduction of all day express bus operations between Penicuik and north Edinburgh via the city centre.**

The project is the result of a thorough analysis of national, local and commercial priorities and initiatives. The introduction of an express bus both supports and is supported by the significant developments occurring in Edinburgh city centre and at Granton.

**Midlothian Council- Lothian Buses Service 31: Service enhancement.**

The project provides top up funding for service alterations prompted by the projected demand arising from a significant housing development planned in the South Bonnyrigg area that will double the number of households over the next 10 years.

**West Lothian Council - FirstGroup: Blackridge to Livingston. Corridor.**

The project provides top up funding

in order to create a step change in the public transport network that will benefit the West Lothian community and will prove commercially viable after the initial investment.

**East Lothian Council - FirstGroup: Dunbar to Edinburgh Corridor Improvements.**

The project increases service frequency from hourly to half-hourly and provides wholesale infrastructure improvements on a route deemed to have the best potential for modal shift. It will reduce congestion and pollution, encourage modal shift and increase regional connectivity.

**Scottish Borders Council - FirstGroup Service 62: Galashiels to Edinburgh via Peebles.**

The project consists of a highly co-operative venture between operator and local authority to improve service frequency from hourly to half-hourly and improve route infrastructure and

(plus an hourly express bus on Sundays), introduces CCTV on the buses and improves route infrastructure. It integrates key housing areas into the current network and improves access of areas of high unemployment to employment opportunities.

**Highland Council - Rapsons Service 26: Inverness - Cromarty.**

The project consolidates and improves on what is already a largely commercial route by reducing the frequency from 60 to 40 minutes through more efficient use of existing vehicles and introducing new fully-accessible vehicles, thus providing a more effective link for areas of social deprivation to employment and training opportunities in Inverness.

**Moray Council - Stagecoach Bluebird Service 10: Enhancement of Inverness and Elgin Route.**

The project provides an express link between planned and existing retail, housing and business developments as well as substantially increasing the access to specific sites of education and employment by people living in areas of social deprivation.

**Strathclyde Passenger Transport - FirstGroup: New Glasgow Night Services.**

The project will introduce night services from Glasgow City Centre to a number of suburbs around Glasgow, addressing a gap in the current network to the benefit of both those out socialising and those working night shifts.

**Strathclyde Passenger Transport - FirstGroup - New Glasgow - Eaglesham Night Service.**

The project provides young people in Eaglesham with a safe and affordable way of accessing Glasgow for both social and work opportunities. This should ensure that young people continue to see Eaglesham as a viable place for them to live.

**Strathclyde Passenger Transport - FirstGroup Service 3: Extension to Townhead.**

Instigated by a demand from residents, this project extends the existing service between Pollock and Glasgow City Centre to Townhead, an area with a high number of elderly and unemployed in the population, thus improving their accessibility and employability.

**Strathclyde Passenger Transport - FirstGroup Service 38: Extension from Garthamlock to Gartcosh Industrial Park.**

The project extends the existing service to Gartcosh and the adjacent European Objective 2 industrial park. It improves transport links and access to sites of employment, and provides the growing and unserved area of Gartcosh with regular and attractive public transport.

**Strathclyde Passenger Transport - Stagecoach: New Limited-Stop Service through Ayr-Kilmarnock-East Kilbride-Hamilton.**

The project fills a gap in the network by creating a direct public transport link between East Kilbride/Hamilton and Prestwick Airport, preventing the need for extra trips to Glasgow. It will run hourly between 0700 and 1700 and use Euro3-compliant low floor bus services.

information provision. It is expected to create a marked increase in passenger numbers and a significant modal shift.

**Scottish Borders Council - FirstGroup Services 95/X95: Hawick to Edinburgh via A7 Corridor.**

The project's promotion and improvement of the existing service, including the introduction of new low-floor buses and increasing service frequency from hourly to half-hourly marks the initiation of a long-term strategy to sustain vital public transport provision along this corridor.

**Scottish Borders Council - Munro Services 29/30: Jedburgh to Edinburgh via A68 Corridor.**

The project consists of an overall and significant improvement in service frequency (from above-hourly to hourly) and promotion, vehicle quality (the introduction of some fully-accessible buses) and bus route infrastructure (better, more attractive stops) along a corridor that offers significant and realistic scope for producing patronage growth

**Highland Council - Stagecoach Service 5/6: Inverness City (Hilton/Milton/Inshes).**

The project combines the two services into one, increasing frequency from every 10 minutes during peak times (other wise 15-20) to every 5 minutes, and introduces low-floor buses. It enhances access of areas of social deprivation to health, education and employment opportunities, reduces congestion and increases connectivity.

**Highland Council Service - Stagecoach Service 25X: Inverness - Dornoch.**

The project increases service frequency from hourly to half-hourly



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W/C, fridge, boiler, twin monitors, CD/radio/PA. ABS, Telma Webasto, new tyres/brakes. All round new f/centre, carpets, ferry l/kneeler. Expensive trims, Mercedes V8, belted. Lovely coach, fully maintained. *Wanted Van Hool Volvo/Scania.* Owner driver. MoT Nov '05

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## MERCEDES BENZ VARIO 814D

33 seater, registered June 1997, power door, high back seats with seatbelts, wired for TV & video, large boot, new engine, £16,000 spent last year on total refurbishment, owned since new

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51 seat Exec. Rear sunken toilet, radio/PA and video. MoT late Sept '05. This coach is in first class condition having covered only 34000kms, is reliable and economical to run.

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MoT Mar '06

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### 35 SEATER DENNIS JAVELIN 9 METRE BODYWORK

**1987 PP Dennis Javelin Plaxton Paramount 3200** Within the last two years this vehicle has had the following work done to it to bring it up to this current condition. Exchange engine in November '02, interior retrim mid '03. Stretch panels and lower lockers and professional paint Oct '03. All new springs in '04. The coach is fitted with 35 seats, retractable belts, Euroliner wheel trims. It was doing tour work for major companies last season. No luggage problems with this vehicle its loads of room in the boot. It drives and looks as good as it sounds. It's a 9 metre body, it's immaculate, it's not cheap but quality comes with a price. The first person to view this coach will buy it (Ring for details and price)

### CHEAP VEHICLES TO CLEAR

**LEYLAND ATLANTIAN** with 68 seats, long test drive away **£15,000**

**LEYLAND TIGER PLAXTON 3500** 53 belted seats. Tested **£1,975**

**LEYLAND TIGER DUPLER LASER** 57 seats with belts, 11 months test. Semi auto gearbox. Taxed. Drive away **£2,295 plus VAT**

### NATIONWIDE UNDERLIFT RECOVERY AVAILABLE

**Modern Recovery Vehicles for Damage Free Recovery from all parts of the UK.** Sensible prices with sensible staff with 30 years experience recovering coaches

### SELF DRIVE HIRE VEHICLES

Currently available for immediate hire are the following vehicles:

**Volvo B10M VanHool Low driver** 51 seats, centre toilet, belts recently retrimmed, finished in white. Radio, TV, DVD

**Volvo Double Deck buses** with 85 seats, driver friendly

**Mercedes Alexander Service Buses** with 25 seats



# SHOWROOM

## 2002 TOYOTA OPTIMO



22 seats, power entrance door, wide body, no rear window, interior blue, one owner. MoT Oct 05

## 1996 10 MTR. PLAXTON PREMIER



43 seats, in swinging door, double glazed, curtains, radio p.a., interior grey graffiti. MoT Mar '06

Tel: 01236 750501

enquiries@moseleydistributors.co.uk

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accept all Major  
Credit Cards**



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01775 711777

Fax:

01775 711737

## 1988 Neoplan D.Decker

PP 73 seats, MoT May 2005

£20,000 + VAT ono

## 1983 P90 B10M Jonckheere

57 seater MoT Oct 2005 PP

£12,000 + VAT

## 1983 Leyland Tiger 320

MoT July 2005. Very good inside & outside. Tax

£5,000 ono

Ring John 07904 325 527

01902 601 011

806/1014743/UN

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DISTRIBUTORS LTD**  
Kilkenny, Ireland

## NEW MERCEDES EURO LX29/33



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## Ensignbus

For the convenience of our customers in the North we now have some sales stock in Darlington, where a limited range can be viewed. Please phone for details.

### 1992 K REG DENNIS DARTS

9 metres, Cummins/Allison, Plaxton Pointer bodies, 35 seats, good tests Plus 1 x J Reg 40 Seater



### 1994 L REG VOLVO B6'S

Volvo engines, ZF gearboxes, Plaxton bodies, 40 seats, good tests



### 1994/5 L/M REG OPTARE METRORIDERS

Cummins/Allison, 25 seats with pen and wide flow doors



### 1994 VOLVO OLYMPIANS

Volvo engines, ZF 5 speed gearboxes, East Lancs bodies, low height (13'8"), LWB, 84 seaters



### 1993 LEYLAND OLYMPIANS

Cummins L10 engines, ZF 5 speed gearboxes, East Lancs bodies, low height (13'8"), 84 seaters



### 1988/9 F REG SCANIA 113's ALEXANDER BODIES

Single door, 80 seats with recent retrim



### 1989 DENNIS DART

Cummins/Allison, Wright Handybus body, 28 seats, new test



### ROUTEMASTERS

Last chance to buy a London classic!! 72 seaters all with current tests, recent refurbishments including Cummins engines. Limited number available, ideal buses for weddings, special events. etc



### 1996 VOLVO OLYMPIANS

Alexander Royale bodies. Coach seated upstairs, large luggage area, air conditioning, wheelchair lift to front door, lovely condition throughout



### 1989 F REG LEYLAND OLYMPIAN

Gardner 6LXB/ZF, Alexander body, 79 seats, low height, new test



### 1985/6 B AND C REG LEYLAND OLYMPIANS

Cummins L10's/Voith 4 speed auto (60mph), low height (13'8"), 77 seats, all tested well into next year.



### 1996 DENNIS LANCE SLF's

Cummins engines, Berkhof bodies, 2 door with either 33 or 37 seats



Telephone 01708 865656

Fax: 01708 864340

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or e-mail [sales@ensignbus.com](mailto:sales@ensignbus.com)







# FORECOURT

## 1999 VOLVO B10M PLAXTON PREMIERE 350

48 recliners, crew seat,  
air conditioning, rear sunken  
toilet, fridge, Telma retarder, rear  
continental door,  
rack locker door

**£89,000**

**BOB VALE COACH SALES**  
**01494 716996**

Due to fleet up-dates we have the following vehicles for sale:

**1986 Scania Neoplan Skyliner** 51 Exec, 10K  
**1985 Scania VanHool K112** 49 Exec, 12K  
**1993 Mercedes 814D Plaxton** 33 coach seats, 12K  
**1992 Mercedes 609D Alexander** body 26 coach  
seats, 5K  
**1992 Mercedes 609D Crystal** body 24 coach  
seats, 4K  
**1986 Bedford YNV Plaxton** 57 seater, 3K  
**1986 Bedford YNV Laser** 57 seater, 3K  
**Scania K112** Many parts available  
All vehicles in daily use and sold with 12 months MoT  
**Telephone: P Ausden-Clark**  
**0116 2629492 / 07712 133070**

## 2003 Mercedes Sprinter 431 CDI Olympus Conversion

16 seater, 3 point belts, DVD  
front and rear, dark tinted  
windows, curtains, usual  
Olympus refinement,  
117,000 km, 12 month's MoT.  
Taxed til end of August

Still 12 month's Mercedes warr.  
**£28,000 + VAT ono**

**Call Steve 0787 908 3622**  
**(North Mancheser)**

## Double Decker Buses for sale All Automatic

Registration	Model	Year	Seats	Standing	MoT Exp	Colour	Price
BYX110X	Metro MCW	1979	71	19	New	Red/White	£3,000
BYX129V	Metro MCW	1979	71	19	Aug '05	Blue/Silver	£2,950
WVW74T	Metro MCW	1979	71	19	Aug '05	Blue/Silver	£2,950
GYE576W	Metro MCW	1981	71	20	May '05	Red/White	£3,150
KYV636X	Metro MCW	1981	71	20	Aug '05	Red	£3,350
B153WUL	Metro MCW	1985	71	20	Aug '05	Red	£3,650
KYV699X	Metro MCW	1981	71	20	Sept '05	Red/Silver	
F390GVO	Leyland Lion	1989	86/88	9	New	Red/Silver	£17,500

*slightly body damaged* Offers in the region of £2,500  
Turbo, Auto, EC Body, Single Twin Door, unmarked, rides like a coach.  
(HP settlement - £13,000)

Metro Spares Engines, Gear Box, Tyres, Glass  
35kVA Generator **£1,500**  
High Wymer's **£4,000**  
G Reg 16 seater with rear tail lift - **Offers**  
'N' Reg LDV 7.5 ton Panel Van (Ex Initial cleaners) Air suspension, swing passenger door.  
Very good condition, new clutch **£1,200**

**Phone 01707 644692 F: 01707 644693 (Hertford)**

## H and J Miller

**1993 Volvo B10M Jonckheere**, 53 recliners **£42,000 + VAT**  
**1993 Volvo B10M Jonckheere**, 53 recliners & toilet **£42,000 + VAT**  
**1988 Volvo B10M Duple 340**, low driver, 49 recliners plus toilet **£12,000 + VAT**  
**1985 Volvo B10M Duple 340**, low driver, 55 recliners **£7,000 + VAT**  
**1983 Volvo B10M Duple 340**, 53 seats **£2,000 + VAT**

**Full service history available. All in excellent condition.**

**H and J Miller**

**Box near Bath, 15 mins from Junction 18 (M4)**

**Telephone Keith 01225 742460 or 07970 208642**

## COACHES FOR SALE

### 1997 SETRA S250 SPECIAL

48 Ambiente seats with leather headrests. Rear toilet, water boiler, fridge, radio/tape/pa and video.  
Fully carpeted, on board hoover, air conditioning. Alloy wheels, low mileage, 260K

**Price £72,500 + VAT ono**

### 2 X NOV 2002 MERCEDES BENZ TOURO

49 softline seats with nets & fold down tables. Centre toilet & exit, water boiler, fridge.  
Radio/tape/cd and twin monitor video system. Satellite navigation. Fully carpeted, double glazed,  
on board hoover, air conditioning, alloy wheels.

**Price £132,500 + VAT ono each**

All the above vehicles are in immaculate condition and have been maintained  
regardless of cost to the highest standard. Will be sold with new MoT's

**Tel: 01890 771283 Mob: 07949 079767**

**Edinburgh Coach Lines Ltd** has become the  
**Scottish Agents for Leinster Vehicle Distributors**  
of **Urlingford, Ireland**. We have the following  
new vehicles for sale.

The Brand New:- **LX29** on Mercedes 0814 chassis as seen at the  
Bus & Coach show. This vehicle has 29 reclining seats, air  
conditioning, tv/dvd, radio/pa system and 3 point belts. Also fitted  
with retarder/brake exhauster

**Priced at £87,500**

We have the following used vehicles for sale:- New Winter Sale Price

**1989 Setra S215 HD (White)** 49 reclining seats, toilet, fridge, radio & PA system. Wired  
for video. MOT'd till Dec 2006. **£22,500 ono**

**1990 Setra S215 HD** all details the same as above. MOT'd till Dec 2006 **£25,000 ono**

**1997 Setra S250 (8 Speed Gearbox 4/4) (P)** plate with 48 reclining seats, fridge, toilet,  
TV/video, hot water dispenser. Taxed and MOT'd. These vehicles are in immaculate  
condition and have been maintained to a very high standard. Choice of 3 **£77,500 each**

**1997 Setra S 250 Auto (R)** Plate with the same specifications as the vehicles above.  
Again there is a choice of 3 **£82,000 each**

**1998 Volvo B10M Caetano Enigma (White)**, 51 reclining seats with air-con, radio, pa  
system, wired for video and MOT'd till March 2006 **£70,000 ono**

**1998 Volvo B10M Caetano Enigma (Silver)**, with 49 reclining seats, toilet, radio, PA  
system, tv/video. MOT'd till June 2005. Choice of two **£67,500 ono**

**1996 Toyota Optimo's**. Choice of 3 (2 silver, 1 white) with large boots, all have air-con  
& radio/pa systems with large boots. MOT'd till March & April 2006 **£12,500 ono**

**1997 Toyota Coaster (4 cylinder)** 18 seater with air-con, radio pa system & large boot.  
MOT'd till Feb 2006 (will sell with new MoT) **£12,500 ono**

**All these vehicles have removable vinyls.**

**All prices are plus VAT and sale only**

**Contact Peter on 0131 554 5413**

We also have a vacancy for a fully qualified diesel mechanic at  
our Edinburgh base. Experience with Setra, Scania & Volvo  
engines preferred but not essential as supervision will be given

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# FORECOURT



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**Flood Damaged Service Buses**  
**VOLVO B10M'S, DENNIS LANCES,**  
**MERCEDES 609'S**  
Phone for more details 01889 271276

## PRINCESS OF KENDAL

2002 (52 Plate) Mercedes 815 Beluga 33 seater,  
90,000 kms £68,000 + VAT

2001 (51 Plate) Mercedes 614 Vario 24 seater, PLS  
underfloor lift, 83,000 kms £25,500 + VAT

2000 (W Reg) Mercedes 814 24 seater, Euro  
conversion, 200,000 kms £22,500 + VAT

All three owned from new and in truly outstanding condition

Tel: 01539 731894 or 07968 308 453 out of hours

## WORTH'S MOTOR SERVICES LTD Enstone, Oxford

1990 Optare Metrorider, 25 coach seats, lap & diagonal belts,  
MoT 07/05 £1600

1999 Plaxton Dart SLF 39 seats, low mileage, new engine and gearbox  
fitted by Cummins CAT and low emissions, MoT 8/05 £47000

1997 Volvo B10M Berkhof Axial, 51 seats, toilet, MoT 02/06 £57000

1990 Volvo Jonckheere Deauville, Low driver, 53 seats,  
MoT 03/06 £20000

1989 Volvo B10M Mk 3 Duple, 57 seats, lap & diagonal belts,  
MoT 07/05 £12000

1986 Volvo B10M Plaxton, 53 seats, MoT 12/05 £7000

All prices plus VAT

Contact Paul Worth Tel: 01608 677322

## BEDFORD 35 SEATER PLAXTON PARAMOUNT 3220 500 TURBO

6 speed gearbox, very good  
condition for year, belted,  
MoT and tax til May  
£3,750 + VAT

## MERCEDES 709D 1989

20 seater plus two wheelchairs,  
tail lift, 3 pointed belts, MoT,  
tax September 05, good work  
horse, new Mercedes engine fitted  
4 years ago

£2,750 + VAT

## MERCEDES 407D

15 seater, tail lift, 9 seats plus 2  
wheelchairs, nice little workhorse,  
MoT, tax til July  
£1,100 + VAT

## BMW 318 AUTOMATIC 1986

Low mileage vehicle, two owners  
from new, very good condition,  
MoT and taxed til July  
£1600

01752 841300  
(Cornwall)

## SALE DUE TO ILL HEALTH

1 X 1995 VOLVO B10M M4  
VANHOOL 46/48 REC + COURIER  
NEW ENGINE FITTED BY VOLVO  
FEB 05 WITH 3 YEARS VOLVO  
WARRANTY

Rear toilet & full servery, TV/video,  
Telma, tinted glass, curtains, blinds,  
alloys, P/A seat belts, Webasto heating,  
all white, new MoT

£49,000 + VAT

1 X 1995 VOLVO B10M M4  
VANHOOL 46/48 REC + COURIER

Rear toilet & full servery, TV/video,  
Telma, tinted, glass curtains, blinds,  
alloys, P/A seat belts, Webasto, heating,  
all white, new MoT

£46,000 + VAT

1 X 1990 VOLVO B10M M3  
VANHOOL 49 REC + COURIER

Centre toilet, TV/video, water boiler,  
fridge, P/A, all white, new MoT

£28,000 + VAT

Tel: 0786 7852959  
(Scotland)

# LOOK!!

## ● SERVICE BUSES & COACHES

03/03 SLF DART. Rare opportunity to buy a one owner 7/03 registered 10.7m SLF Dart with only  
26,000 recorded miles! Various seating / wheelchair configurations. Immaculate! .....£75,000

92/J DARTS. Excellent 9.8m examples with the strong Wright Handybus body. 40 seats plus 18  
standing. **Reduced Pollution Certificates**. Later style screens, split steps. These won't hang  
around for long! .....£9500

90/G OLYMPIANS / CUMMINS L10 / ZF. Big 78 seaters + 17 standing. One owner, nice tidy  
bodies and interiors. Extremely sought after specification and go really well. **ONLY ONE**  
**LEFT!** Recently tested.....£19500

83/Y TITAN. Unusual single door 66 seater with Gardner turbo. Retrimmed. Recent test. This is a  
one owner vehicle and drives really well. Not your usual Titan!.....£4950

83/Y TITANS. Single-doored. Good strong buses. Various layouts. Some are one owner and  
straight from well regarded municipal owner. Still the best riding deckers!.....From £3500

80-82 METROBUSES. One municipal owner. Single doored. Mechanically exceptional and most  
have long tests. Some are 4-speed with higher speed diffs so a bit special! .....From £3500

94reb GREENWAYS. 11.6m 49 seat Volvo powered examples. Two only, one of which has rare  
dual-purpose seating. Bus seated one has recently been tested. We rate these!.....From £15500

93reb GREENWAYS. 10.6m 41 seat Gardner 6HLXB powered examples in very good shape  
throughout. Semi-auto, excellent interiors. Always sought after. Various tests. Our biggest  
sellers and the best value heavy duty single-deckers on the market. ....From £25500

94reb GEENWAYS. Last few available. Superb 10.6m Gardner/ZF dual-door examples in great  
shape. Fully auto with retarders. Semi-standee interiors with seating for 24 + 48 standing.  
Ideal for airport, docks or shuttle work, or will up-seat easily.....From £2500

95reb NATIONAL 'URBAN BUS' Rare Cummins / Allison powered rebuilt National. Very tidy  
49 seat + 24 standing interior. Drives like a heavyweight Dart! Reliable beast which is known  
as 'Frankenstein' due to its hybrid content. Great spare bus. ....£2500

86-9 LYNX/TL11 or GARDNER TURBO. Choice of untested ones needing cosmetic TLC  
.....From £1500

77/S UNUSUAL LEOPARD. Re-bodied in the mid-80's with a Berkhof Esprite. Semi-  
auto, excellent 51-seat interior. This is an absolute gem to drive and looks great too.....SOLD

80-83 Mk1/Mk2 NATIONALS. Last few. Gardner and Leyland engines. Various specs. From £750

## ● OPEN TOPPERS

71-81 VARIOUS. Bristol VR's and Atlanteans. Assorted specs, tests and prices .....PHONE

84/A TITAN. Marketing/hospitality unit. Semi open-top with enclosed upper forward saloon.  
Engine just rebuilt. New test. Hard to find these sort of conversions for non-PSV use PHONE

## ● VINTAGE

1965-8 ROUTEMASTERS. Big 72 seat LWB versions with Cummins re-power. From a well  
regarded source and in excellent shape. Some tested. Not the cheapest ones around but then  
you get what you pay for and these are selling out fast. **LAST FEW!** .....RING!

PRICES ARE + VAT AND SOME VEHICLES MAYBE ON  
CONTRACT TYRES.

ALL RUNNING VEHICLES ARE FULLY GUARANTEED TO THE GATES  
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NO MUD, NO MISDESCRIPTONS. NO EXTRA CHARGE FOR GRAFFITI,  
MOULD & ETCHED GLASS!

ALWAYS A FURTHER CHOICE OF VEHICLES AVAILABLE OR  
SOURCED TO ORDER.

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SERVICE BUSES ALSO AVAILABLE FOR LOAN HIRE.

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# FORECOURT

## Sale Due to Driver Shortage

### 1995 EOS 90 51st Exec

Air con, rear saloon VVC, boiler, fridge, TV video, retarder, rear cont. door, courier seat

**£53,950 + VAT**

### 1994 EOS 90 49st Exec

Air con, rear saloon VVC, boiler, fridge, retarder, rear cont. door, courier seat

**£53,000 + VAT**

**Both with 12 months MOT**

**Or buy the two for  
£100,000 + VAT**

**Phone Alan on 01761 434625**

## 2000 (W) BOVA FUTURA ZF AUTO

12 months MoT, 49 seats, air con, 2 TV monitors, centre fridge, centre toilet, low mileage, good condition, owned from new, pearlescent white

**£105,000 + VAT**

**Birmingham International  
Coaches  
0121 783 4004**

## 1983 LAG DAF GALAXY

53 seater, MoT 12 months, good condition for year

**£5,750 + VAT**

## 1994 TOYOTA OPTIMO

21 seater + courier, good condition,

MoT Nov '05, curtains, forced air

**£12,000 + VAT ono**

**Phone Gary  
Tel: 01366 324307  
07767 304684**



## (Rare Opportunity) Optare Alero 2002 51 Reg

14 seats, gold, power doors. One previous owner. Replacing with new low floor, PSV tested. Sept 2005. V5 present

**£25,00 + VAT ono**

**0161 643 4182 078960 789425**

## EVERGREEN

### 1998 Neoplan Transliner

**G x 300** Air con, 49 recliners, nets, trays, toilet, drinks, telma, monitor video. Webasto, carpet, MoT Oct '05. Full spec coach in excellent condition

**£49,000 + VAT**

### 1999 Berkhof Axial/Dennis

**G x 300** 53 recliners, MoT Dec '06. Excellent condition

**£55,000 + VAT**

### 1999 Berkhof Axial/Dennis

**G x 300** 49 recliners, air con, toilet, drinks, carpet, white exterior, MoT Feb '06. Excellent condition

**£63,000 + VAT**

**0121 559 1237**

## 1998 S Reg Mercedes

**614D** 24 H/B seats, 3 point belts, luggage racks, forced air and reading lights, colour TV/DVD, radio/PA, Crest conversion, full body kit, large twin fuel tanks, large dropwell boot, resprayed in white. Excellent condition, MoT Jan '06. Owner driver

**Offers**

**Harwoods Travel  
01702 342 742 or  
077189 33086**

## Hunters of Loanhead Offers for sale

### 1999 Volvo B10M Mk4 Van Hool T9

49 seater, centre sunken toilet, continental door, hot water boiler, video, monitor, seat belts, owned and maintained by us from new

**£100,000 + VAT  
Choice of 2**

**0131 440 0704**

## 2001 Mercedes 814 Plaxton Beaver 2

27 seats + 12 standees, air suspension, kneeling, manual, Telma, luggage pen. Taxed & MoT

**£27,500**

**JP Travel  
01695 571515**



### 95 M Ford Transit 190 Minibus

25,000 kms, sliding lower entry door, rear underslung tail lift, double doors, 3 point seatbelts, direct council bargain

**£4,750 + VAT**

All credit cards accepted  
**Parkway Commercials  
Tel: 0208 759 3969  
Mobile: 07766 670411  
Mobile: 07831 312879**

## Plaxton Cheetah 2002

29 seater + courier, TV/video/CD, PA system, forced air, reading lights, excellent condition. MoT and taxed

**For further details  
call 0131 333 4044**

## 1992 VOLVO VAN

**HOOL** P.P, 49/53 Centre

Demountable Coffee Machine

Fridge, Telma, Webasto, Air Con, Ex shearings, Very Good Condition, new MOT

..... **Price £35,750 + VAT ONO**

## 1985 VOLVO PLAXTON

**3500** 49/53 Centre

Demountable New Stretch Panels,

Resprayed White, New M.O.T,

Very Good Condition

..... **Price £12,500 + VAT ONO**

## MERCEDES BENZ

408D, 1989 P.P.15 High Back

Coach Seats, Good Condition

..... **Price £1950 + VAT ONO**

## MERCEDES BENZ

609D, G Reg, 24 High Back Coach

Seats, Power door, boot, coach

built ..... **Price £2950 + VAT ONO**

806/1014708/FC

**All vehicles in daily use**

**Call Kingdom Tours**

**Tel: 01884 252373**

## VOLVO B10M 1997 R REG PLAXTON 350 PREMIERE

53 seats, destination blinds, rear cont. door, new ECD, new auto gearbox, MoT Feb 2006, excellent cond.

**£77,500 ovno + VAT**

**01706 759976**

## 2003 Mercedes 614 Vario Crest Conversion

24 seater hi back 3 point belts, air conditioned, double glazed. CD player, full moquette trim, walnut dash. Tow bar, MoT till April 2006. Immaculate condition

**£38,500 + VAT**

**Ian Clarkson  
01977 621000**

## Due to timewasters

### 1990 Volvo B10M

**Jonckheere Deauville** 51

reclining seats plus courier with retractable seat belts. Rear sunken toilet. Continental door, wired for video and monitor. 12 months MoT. Good condition, engine has only done 78,000 miles since fitted May '02. Genuine Volvo re-con engine, new alternator, battery & other new parts

**£20,000 + VAT**

**Contact Neil  
Tel: 01229 828022  
Mobile: 07733 368749  
(Cumbria)**

806/1014539/FC

## 2001 (Y) VOLVO B10M JONCKHEERE MISTRAL 50

51/53 recliners, centre demount toilet, air con, fridge, boiler, DVD with 2 screens, tested till Nov 05

## 1999 (T) VOLVO B10M JONCKHEERE MISTRAL 50

49/53 recliners, centre demount toilet, air con, tested till Nov 05. Choice of 3

**Vehicles for sale due to replacement.  
May consider part exchange  
on 53 to 70 seat coaches**

**Tel: 07977 071466**

## Mercedes Plaxton Cheetah 2000

33 seats, power door, 3 point belts, only 130,000 miles, can be used in outside lane on motorway, excellent condition

806/1014674/FC

**£49,500 ono + VAT  
Tel: 01782 213832**

## Spa Coaches

Offer for sale

## MERCEDES BENZ TOURO (SEPT 2002)

49 seats, TV/video, CD, air con and alloy wheels, etc.

This coach has been maintained to the highest standard and only used on our own tour work. It has also had all the necessary upgraded work carried out.

**A great value touring coach  
ready to work**

**Price £130,000**

**Tel: 01997 421311**

806/1014482/FC

## 1994 Bova Futura P/P

51 seats, air con.  
Full spec. New MoT

**£35,500 + VAT**

**Travelsure  
Tel: 01665 720907**

806/1014556/FC



# FORECOURT

## VOLVO B10M'S

### 2 X 1991 PLAXTON 3500

57 seaters, all new seats, curtains, refurbished 2 years ago, radio, PA, TV, video, new MoT, excellent condition  
**£21,500 ono each**

### 2 X 1994 VAN HOOL T8

Refurbished 12 months ago, 57 seaters, all new seats and curtains, in swing entrance door. Radio, PA, TV, video, Telma, new MoT. Excellent condition  
**£55,000 ono each**

**Tel: 01495 722555**

## 1993 Scania Van Hool

50 seats, rear toilet,  
boiler, TV, video,  
Painted all white

**£29,000 ono**

**Tel: 01642 605605  
or 732452**



### Leyland Olympian Alexander Bodywork 1988

E Reg, 75 service seats + standees, Cummins engine, Voith gearbox, silver/blue. Single door, PSV tested Sept 2005. Tidy vehicle.  
COIF + V5 Present  
**£12,000 + VAT**  
**0161 643 4182**  
**07960 789425**

## 1998 LDV Convoy Luxury 16 seater

Front entry, Concept conversion, drivers locker, overhead luggage racks, tinted windows, euroliner air con, CD player, DVD, tow bar, MoT Dec '05  
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### Automatic

51/53 seats,  
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TV/Video, radio PA,  
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**£117,500 + VAT**

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## 1997 Volvo B10M Premiere 350

53 seats + courier,  
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Repainted in cream.

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2874cc, 12 passenger seats plus crew  
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Crew seat, first reg Aug'89 by  
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Large boot, luggage racks with  
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82 Plaxton Viewmaster, 49  
seater, all white repainted,  
retrimmed including roof etc.  
with belts & toilet, TV, Video,  
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Drives like new **£3,500 ono**

84 Volvo B10M Duple  
Caribbean, 49 retrimmed seats  
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etc, Radio/Cass/PA, all white,  
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24 highback seats,  
Crest conversion, 3  
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**Tel: 07702 554 857**

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Coach built, bus, wheelchair lift, fully  
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Ford engine, white

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51/53 seats plus wc,  
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**Mob: 07919 628249**

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CAETANO ALGARVE II  
49/53 centre mounted toilet, drinks, air  
con, fridge, TV, video, radio CD, repaint in  
any one colour, 1 year's MoT  
**£48,000 + VAT**

1988 VOLVO B10M  
PLAXTON PARAMOUNT  
3200

59 seats, radio, CD, 1 year's MoT,  
repaint any one colour.  
Factory made, not a conversion  
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**Brentwood Coaches**  
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Northern Counties, 73 seats, mot  
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### 1988 Leyland Tiger TL11 3200 (Choice of 2)

53 Reclining seats, Power door, retractable belts, MOT, Ext white, Int one grey/one brown

*Good condition, ready to work*

**£7,500 + VAT each**

### 1982 Ford R1114 Plaxton Supreme VI

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**£2,200 + VAT**

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### 1987 Leyland Tiger Plaxton 3200

low driver, 57 belted seats. MoT Dec '05 **£7,500 + VAT**

### 1986 Volvo B10M Caetano Algarve

53 belted recliners, private plate, recent respray. MoT July '05 **£8,500 + VAT**

### 1986 Volvo B58 Plaxton Paramount 3200

57 belted seats, 1976 chassis rebuilt by Plaxton in 1986. MoT Dec '05 **£4,500 + VAT**

### 1996 LDV Convoy Minibus

Concept conversion, 16 highback seats, with 3 point belts. 1 owner from new. MoT Sept '05 **£4,250 + VAT**

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### 1985 VOLVO B10M CAETANO BODY

Surplus to requirements, out of test, taxed 04/05, 55 retrimmed seats + courier, seat belts, excellent engine, gearbox, running gear

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### 1986 Volvo B10M Exec, Plaxton Paramount 3500

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53 belted seats, excellent condition for year  
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Under the End of Life Vehicles Regulations 2003 now in force, it is illegal to dispose of vehicles by other means than through a licenced dismantler operating an Authorised Treatment Facility.

The Environment Agency has now joined forces with the DVLA to keep track of all redundant vehicles to be scrapped.

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#### November 1998 Toyota Optimo Mk IV 22 seat midi-coach

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#### September 1995 Optimo 21 seat Midi-Coach

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Features front entry power door, 18 highback seats, seatbelts, forced air, reading lights, boot, luggage racks, Euroliner wheel-trims & courier seat. Can be run as a 16 seater Non Tacho  
**£12,995.00 + V.A.T. Finance from £45 p/w**



#### March 1994 Optimo 21 seat Midi-Coach

The Mk III first appeared in 1994, and this is a fine example of such a vehicle. Introducing a drivers door and an electric plug door as features for the first time. Blown air & reading lights as usual.  
**£12,995.00 + V.A.T. Finance from £45 p/w**



### Toyota Optimo Mark II 18 and 21 seat midi coaches

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#### August 1992 Optimo 18 seat Midi-Coach

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2.0 diesel, 5 speed, PAS, medium wheel base, low roof, side loading door with step, 6 seats of which 4 are removable, Unwin tracking, Ricon fully automatic tail lift, one owner mint condition. 22,000 miles only

T REG FORD TRANSIT 130 LWB



2.5 diesel, Mellor conversion, PAS, high roof, 12 high back seats, plus 3 wheel chairs, Unwin tracking, pls auto underfloor tail lift, side loading door with low entry step, ex authority, very low mileage

2001 X REG IVECO TURBO  
DAILY 50C11



2.8 diesel, Mellor vancraft conversion, PAS, 16 removable high back seat's, Unwin tracking, PLS underfloor lift, slam door low front entry, ex lease low mileage, 40-50,000 kms. 1

S REG IVECO TURBO DAILY  
45.10



2.8 diesel, Euromotive conversion, PAS, 16 removable semi high back seat's, Unwin tracking, Ratcliff underfloor lift, power door, low front entry, ex council

V REG PEUGEOT BOXER



2.5 diesel, 5 speed, PAS, long wheel base, high roof, side loading door with step, 16 high back seats with three point seat belts, roof rack, one owner, good condition, 45,000 miles only, ex school, choice of 2

W REG VOLKSWAGEN  
TRANSPORTER



2.5 turbo diesel, 5 speed, PAS, medium & long wheel base, 9 high back seat's, or 3 plus 1 wheelchair, Unwin tracking, Ricon tail lift, twin side loading door low entry, ex authority, 30,000 miles, mint condition.

1998 - 2001 REG RENAULT  
MASTER



2.5 diesel, 5 speed, PAS, short & medium wheel base, high roof, SLD with fold down step, 11 removable seats plus driver and pass, Unwin tracking, Choice of ramp or Ricon tail lift, one owner ex local authority, v good condition, low miles. Choice of 4

X REG FORD TRANSIT 190  
HIGH CUBE



2.5 diesel, Mellor conversion, PAS, high roof, 8 high back seats plus 3 wheel chairs, Unwin tracking, PLS auto underfloor tail lift, full height side loading door with low entry, ex authority, very low mileage

1994 MERCEDES 709D AUTO  
TRANSMISSION



Diesel, coachbuilt body, PAS, 8 to 24 removable semi high back seats, Unwin tracking PLS underfloor lift, power door front entry, one owner, ex local authority low miles

51 REG VOLKSWAGEN  
TRANSPORTER



2.5 turbo diesel, automatic, PAS, ex long wheel base, 4 high back seats, plus 2 wheelchairs, Unwin tracking, Ricon tail lift, side loadin door low entry, ex authority, only 32,500 miles, mint condition

2000 IVECO TURBO DAILY  
45-10



2.8 diesel turbo, irisbus & mellor conversion, p a s, high roof, 16 - 14 removable high back seat's, unwin tracking, pls underfloor tail lift, Front entry door low front entry, ex nhs, choice of 1

1999 - 2002 REG RENAULT  
MASTER



2.5 diesel, 5 speed, PAS, long wheel base, high roof, 8 - 15 removable seats, Unwin tracking, choice of lowering suspension & ramp or Ricon tail lift. One owner, ex local authority, good condition, low miles. Choice of 5

P REG MERCEDES 609D



Manual & automatic transmission, coach built body, LWB, PAS, power door with low front entry, 16 - 24 removable high back seats, Unwin tracking, Ratcliff & PLS tail lift, Eberspacher heater, ex local council, good condition. Choice of 63

M REG MERCEDES 609D  
CUNLIFFE COACH BUILT BODY



LWB - PAS, Full height electric power door with low front entry, can take up to 20 removable seats, Unwin tracking, Ricon tail lift, Eberspacher heater, ex local council, good condition, P/X, choice of 2

NEW UNREGISTERED IVECO  
50.C13



2.9 turbo diesel, Iris conversion, 16 seats, power plug door, high roof, bonded windows, M2 floor, M2 high back seats, unwin tracking, heater, new underfloor PLS tail lift, new conversion

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V REG CHEVROLET 3500



Wheeled coach body, automatic, power steering, lwb, air susp, side loading door, 2 near side fold up seats that fold to a bed, easy load stretcher, full air con, high spec, lots equipment, one owner, mint con. Choice of 2.

2001 X & Y REG RENAULT  
MASTER T35D



2.5 diesel, 5 speed, PAS, LWB, UVG conversion, SL door with fold down step, 9 seats of 5 plus 3 wheel chairs, Unwin tracking, Rolac ramp, piped oxygen, one owner full Renault main agent service history. Choice of 43

R REG MERCEDES SPRINTER  
312D



2.8 turbo diesel, UVG lazer body, PAS, LWB, side door, twin York-4 stretchers, with seat backs, bulk head door, Eberspacher heater, strobe blues & siren, one owner good condition, choice of 46 10

1999 V REG RENAULT MASTER



Front line, TH35d, 2.5 diesel, 5 speed, PAS, long wheel base, side loading door, 5 seats, plus stretcher, Rolac ramp, Unwin tracking, blues & twos, high spec, piped oxygen etc., one owner mint condition

R REG FORD TRANSIT



2.5 turbo diesel, UVG, laer body, 2.5 turbo diesel, PAS, LWB, 2 x n/side seats that fold down to a bed, o/s single easy load stretcher, strobe blues & sire, sen lights, etc., one owner, good condition. 1



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### BRAND NEW MERCEDES 614 VARIO LUXURY 24 SEAT COACHES

Features front entry with lowered step, 24 high back coach seats, M2 tested, 3 point seatbelts, luggage racks, curtains, stereo, tinted panoramic windows, forced air and reading lights, full body skirts large dropwell boot always available, complies with Euro 3, ABS braking. Power door option available

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These vehicles are now Euro III compliant with 3 point lap and diagonal seatbelts on all seats, plus roof extraction, 6 speed gearbox, restyled body. Full range of options available including air con, PA, stereo, ABS braking etc.

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These superb vehicles feature front entry lowered step, 16 full size M2 reclining highback seats, 3 point seatbelts, bonded Panoramic windows, body skirt kit, stainless steel Euroliners. blown air, reading lights, **extended coach rear end with huge boot**, stereo, ABS braking, walnut dash and more. The very best available

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## CITROEN

## TOYOTA



### 03 LDC CONVOY 16 SEATER FRONT ENTRY 90PS TURBO

Features front entry lowered step, 6 high back M2 coach seats, 3 point seat belts, 90PS Ford Duratorque turbo diesel engine, bonded tinted panoramic windows, Euroliners, luggage racks, low mileage, 1 owner, Excel built. Choice of two superb vehicles.

**From £15,995 + VAT**  
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### X2001 CITROEN RELAY LUX 8 SEATER

Features brand new Holloway conversion with 8 high back luxury full size coach seats, 3 point belts, full soft trim with non slip flooring, wheelchair tracking, 23,000 miles, superb.

**£24,995 + VAT**  
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### 898 TOYOTA OPTIMO MKIV 22 SEATER

Features front entry power door, 22 full size Fainsa reclining coach seats, seatbelts, luggage racks, forced air, reading lights, huge boot, 4.1 litre, hi torque, turbo engine, finished in silver, excellent condition

**£24,995 + VAT**  
**Finance from £86p/w**



### 51 REQ LDV CONVOY 16 SEAT FRONT ENTRY TURBO

Features front entry lowered step, 16 highback seats, 2.5 Ford Turbo Diesel, luggage racks, Euroliners, low mileage, long test. Excellent condition

**From £13,995 + VAT**  
**Finance from £47 p/w**



### X REQ MERCEDES 311 CDI 16 SEAT SPRINTER

Features front entry 16 full size highback M2 tested seats and belts, luggage racks, walnut dash, bonded panoramic windows, plated weight 3850kg for safety, superb brand new Holloway Conversion. Choice of 3

**£17,995 + VAT**  
**Finance from £63 p/w**



### N95 TOYOTA OPTIMO MKIII 21 SEATER

Features front entry, power door, 21 highback full size coach seats, forced air, reading lights, finished in white, superb condition.

**£13,995 + VAT**  
**Finance from £49p/w**



### Y 2001 LDV CONVOY 16 SEAT FRONT ENTRY

Features front entry lowered step, 16 high back M2 seats, 3 point belts, luggage racks, 2.5 Ford Di and gearbox, Euroliner wheeltrims, finished in white

**From £11,995 + VAT**  
**Finance from £46 p/w**



### W2000 MERCEDES 814 VARIO 24 SEATER

Features front entry power door, 24 high back coach seats, 3 point belts, forced air, and reading lights, dropwell boot, skirts, fully repainted. Excellent condition

**Reduced to £28,995 + VAT**  
**Finance from £96 p/w**



### M REQ TOYOTA OPTIMO MKIII 18 SEAT

Features front entry power door, 18 highback reclining seats, seatbelts, forced air and reading lights, stereo, large boot, full test, good value. **Can be run as a 16 seater non Tacho**

**£12,995 + VAT**  
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A choice of 50 vehicles all low mileage, these models have either the Transit Di engine and gearbox or the 02 plates have the duotorque turbo diesel engine, 16 M2 highback seats, tested seatbelts, immaculate condition

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### L REQ MERCEDES 709 29 SEATER

Features front entry power door, 29 high back moquette seats, seatbelts, luggage racks, long test. Good condition. **One only.**

**£14,995 + VAT**  
**Finance from £54 p/w**



### L94 TOYOTA OPTIMO MK3 21 SEATER

Features front entry power door, 21 full size high back reclining seats, seatbelts, forced air, reading lights, boot, full test, excellent condition

**£12,995 + VAT**  
**Finance from £45p/w**

## WHEELCHAIR ACCESSIBLE

## FORD



### X2000 MERCEDES VARIO 24 SEAT WHEELCHAIR ACCESSIBLE

Features front entry power door, 24 highback coach seats, 3 point belts, full flat floor with full wheelchair tracking, underfloor cassette tail lift, Walnut dash, 1 owner, excellent condition

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### 2003 FORD TRANSIT 280 LUXURY 8 SEATER

Features a brand new Holloway conversion with 8 highback luxury tested seats, 3 point seatbelts, bonded tinted windows, beautifully trimmed interior, w/chair tracking with only 10000 miles recorded. Manufacturers warranty. Finished in daret metallic. Superb

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**Finance from £62 p/w**



### 1992 TOYOTA OPTIMO MKII 18 SEATER

Features 18 highback full size coach seats, seat belts, forced air, reading lights, power door, large boot, well maintained mechanically & bodily. Finished in beige & blue. A truly superb example. **Can be run as a 16 seater non Tacho.**

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### P REQ RENAULT B110 MESSENGER 12 SEATER

Features front entry power door, 12 highback detachable seats, Ricon clearway tailift, power front entry door with lowered step, automatic gearbox, long test, good condition, finished in blue

**£5,995 + VAT**  
**Finance from £26 p/w**



### W2000 FORD TRANSIT 14 SEATER

Standard factory, 14 seater, highback M2 seats, 3 point belts, sliding side door, finished in white

**Reduced to £8,995 + VAT**  
**Finance from £37 p/w**



### J REQ TOYOTA OPTIMO MK II 18 SEATER

Features 18 highback seats, seat belts, large boot, tables, complete with long test. Good condition, this excellent vehicle drives well. **Can be run as a 16 seater non Tacho**

**£8,995 + VAT**  
**Finance from £37 p/w**



### N96 MERCEDES 10 SEATER WHEELCHAIR ACCESSIBLE

This vehicle has 8 removable and 2 fixed seats fitted with seat belts enabling the whole floor area to be utilised for wheelchair use. Entry to the vehicle is either via a redesigned front entry step or by Ricon Clearway tailift

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### 1999 FORD TRANSIT 16 SEATER

Standard Factory vehicle with high-back seats, 3 point belts, long test, finished in white. Excellent condition

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**2003 BOVA FUTURA FHD**, 49 reclining seats, centre toilet, continental door, air conditioning, fridge, water boiler, video & two monitors, retarder. Interior - green/red. Exterior - white.

**2002 BOVA FUTURA FHD**, 49 reclining seats, centre toilet, continental door, air conditioning, drivers bunk, fridge, water boiler, video & two monitors, retarder. Interior - green/red. Exterior - white.

**1998 BOVA FUTURA FHD**, 49 reclining seats, air conditioning, centre sunken toilet, continental door, fridge, water boiler, video & monitor, retarder. Interior - blue/red. Exterior - white.

**1988 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, continental door. Interior - grey/multi. Exterior - red/white.

**1986 BOVA FUTURA FHD**, 53 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, drinks machine, double glazed, video & monitor. Interior - Brown graffiti. Exterior - white.

### VOLVO

**2000 VOLVO B10M PLAXTON EXCALIBUR**, 49/53 reclining seats, centre sunken demountable toilet, continental door, water boiler, video & monitor. Interior - blue. Exterior - white.

**2000 VOLVO B10M VAN HOOL ALIZEE T9**, 46 reclining seats, rear servery incorporating fridge, water heater, sink & storage cupboards, rear floor level toilet, wired for video & monitor. Interior - grey/maroon. Exterior - white/maroon.

**1999 VOLVO B10M JONCKHEERE MISTRAL**, 51/53 reclining seats, demountable centre sunken toilet, continental door, fridge, water boiler, video & monitor, air conditioning, Telma retarder. Interior - grey/red. Exterior - white/red/blue.

**1999 VOLVO B10M VAN HOOL ALIZEE T9**, 49 reclining seats, rear sunken toilet, fridge, water boiler, air conditioning, wired for video & monitor. Interior - orange/black. Exterior - white. Choice of 3.

**1997 VOLVO B10M BERKHOF AXIAL**, 49 reclining seats, centre sunken toilet, air conditioning, wired for video. Interior - grey/multi. Exterior - white/yellow.

**1996 VOLVO B10M JONCKHEERE DEAUVILLE**, 49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

**1995 VOLVO B10M JONCKHEERE DEAUVILLE**, 51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - blue. Exterior - white.

**1995 VOLVO B10M VAN HOOL ALIZEE**, 53 reclining seats. Interior - grey/red. Exterior - white.

**1993 VOLVO B10M JONCKHEERE DEAUVILLE**, 53 reclining seats, Telma retarder. Interior - Autumn tint. Exterior - White. Choice of two.

**1993 VOLVO B10M VAN HOOL ALIZEE**, 48 reclining seats, rear toilet & continental door, aircraft style hat racks, air conditioning, drinks machine, Webasto heater, wired for video & monitor. Interior - brown. Exterior - white.

**1991 VOLVO B10M PLAXTON PARAMOUNT 3500**, 50 reclining seats, power door. Interior - brown. Exterior - white.

**1991 VOLVO B10M VAN HOOL ALIZEE**, 53 reclining seats, power door, Telma retarder. Interior - brown. Exterior - white/maroon.

**1990 VOLVO B10M JONCKHEERE DEAUVILLE**, 51 reclining seats, rear sunken toilet, continental door, drinks dispenser, wired for video & monitor. Interior - red. Exterior - white.

**1990 VOLVO B10M VAN HOOL ALIZEE**, 49 reclining seats, centre sunken toilet, continental door. Interior - grey/red. Exterior - white.

**1989 VOLVO B10M VAN HOOL ALIZEE**, 53 re-trimmed seats. Interior - red. Exterior - white.

**1989 VOLVO B10M CAETANO ALGARVE**, 53 reclining seats, continental door. Interior - red/brown. Exterior - red/white.

### IVECO

**2000 IVECO BEULAS STERGO**, 48 reclining seats, air conditioning, centre sunken toilet, fridge, water heater. Interior - green. Exterior - silver.

### MINI - MIDI

**2002 TOYOTA OPTIMO V**, 22 reclining seats, courier seat, powered entrance door. Interior - blue. Exterior - white.

**1997 MERCEDES 814 AUTOBUS CLASSIQUE**, 24 seats, powered door, large luggage locker. Interior - blue. Exterior - white.

**1996 MERCEDES 814D ROBIN HOOD**, 25 reclining seats, courier seats, power door, air conditioning, large boot. Interior - grey. Exterior - white.

**1996 TOYOTA OPTIMO III**, 21 seats. Interior - blue/grey. Exterior - white.

**1993 MERCEDES 814 AUTOBUS CLASSIQUE**, 29 seats, 2 tables, powered door. Interior - grey/red. Exterior - white.

**1992 TOYOTA OPTIMO II**, 18 reclining seats, one table. Interior - brown. Exterior - white.

**1990 TOYOTA OPTIMO**, 21 seats. Interior - brown/orange. Exterior - grey/blue.

### LEYLAND

**1991 LEYLAND SWIFT (CUMMINS ENGINE) REEVE BURGESS HARRIER**, 38 seats. Interior - brown. Exterior - white.

### SCANIA

**1992 SCANIA K93 PLAXTON 3500**, 51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - red/grey. Exterior - white.

**1990 SCANIA K93 DUPLÉ 320**, 55 re-trimmed seats, power operated door. Interior - brown. Exterior - white.

### DAF

**1988 DAF SB300 VAN HOOL ALIZEE**, 51 reclining seats, centre sunken toilet, continental door. Interior - grey. Exterior - white/maroon.

**1988 DAF DKFL CAETANO ALGARVE**, 51 reclining seats, centre sunken toilet, continental door. Interior - red. Exterior - white.

### MAN

**2000 MAN 13-220 BERKHOF AXIAL**, 41 reclining seats, rear continental door, air conditioning. Interior - blue. Exterior white.

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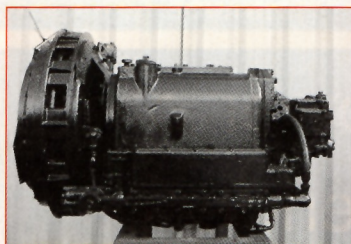
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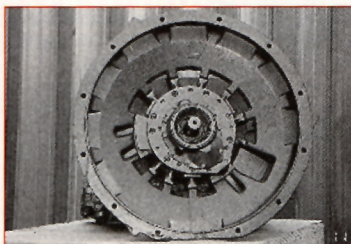
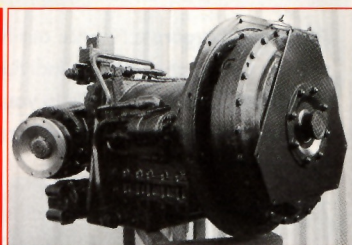
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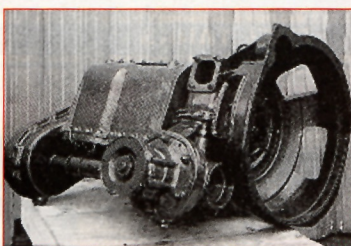
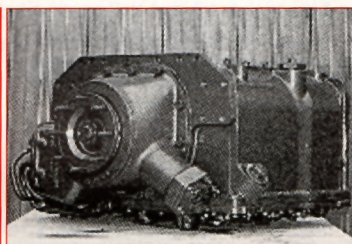
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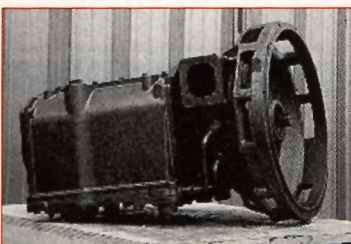
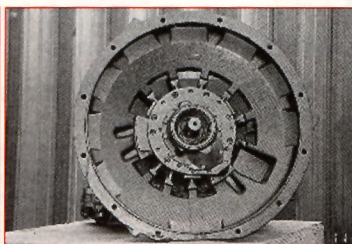
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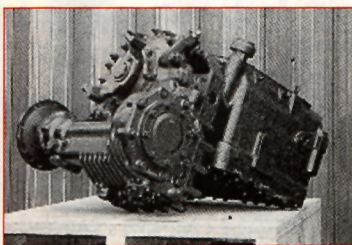
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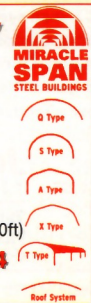
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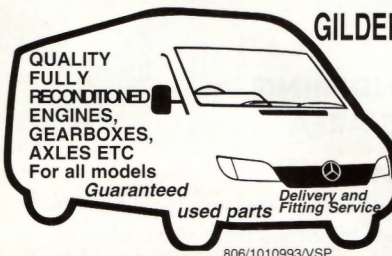
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## Pair of Volvo B7Rs for The Travellers Choice

Reliability was the major factor in The Travellers Choice taking delivery of two new Sunsundegui bodied Volvo B7Rs.

The pair brings the all Volvo fleet of the Carnforth based operator to 60 vehicles. The two new Volvo B7Rs will fulfil the same role, but will not share the same livery.

One of the new coaches will be liveried in the operator's traditional colours, whilst the second will carry Trafalgar Tours livery for this season. Both coaches will be used on incoming tour work throughout the UK and the Irish Republic.

Both vehicles have a 53 seat interior layout and are equipped with flat screen TVs and DVD players and are fully air conditioned. The chassis specification combines ZF automatic gearbox linked to the Volvo D7C engine.



## Solo is largest bus in Wigglybus fleet



Passengers between Marlborough and Calne are the latest bus users in the country to benefit from low floor accessibility, as Wiltshire County Council introduces a new Line 43 service as part of its award winning 'Wigglybus' initiative.

Purchased by the Council but operated on its behalf by APL Travel of Christian Malford, the bus provides a timetabled service, which also stops for pre-booked request passengers, and can deviate into many of the smaller villages either side of the A47 trunk road on request. The 'Wigglybus' concept was first introduced by Wiltshire County Council in 2003 and the Council has now purchased nine buses, which operate supported routes. These also deviate from their core routes to pick up and set down passengers.

The 27 seater, which is fitted with rear destination indicators, is the largest bus in the 'Wigglybus' fleet, but making a useful impact on passengers, particularly as they had to change buses prior to the creation of Line 43.

## MacLeods Coaches take Mercedes-Benz 0814 Vario

Harry Ferguson Coach Sales Ltd has recently supplied MacLeod Coaches of Rogart, Sutherland with this new Mercedes-Benz 0814 Vario converted by KVC. The vehicle is wheelchair accessible and features a Ricon underfloor lift, luggage racks, radio/CD player, lap and diagonal seat belts and an inward opening power door.



## Esker for Scotline Tours

Scotline Tours of Edinburgh have recently purchased their third vehicle from the Mercedes-Benz Esker range. The 1223L

Esker Touring features 34 Ergos seats with piping cord and leather headrests, gangway carpet, toilet, two sinks, fridge, double glazing, air conditioning, Euroliners and Webasto pre-heater.

It was supplied by Harry Ferguson Coach Sales Ltd.



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